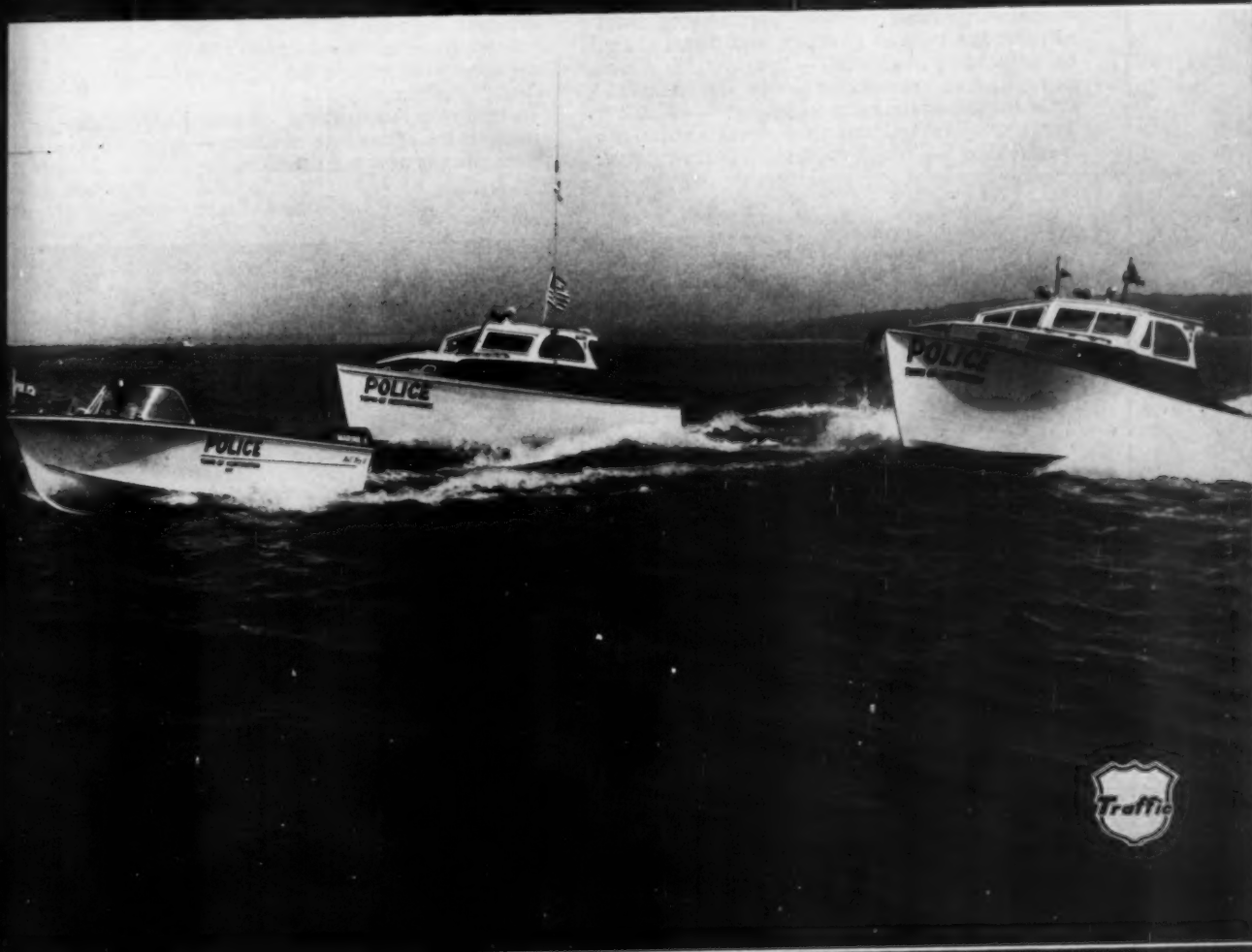


LAW AND ORDER



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"Traffic Toll Drop Credited to Radar" — *Buffalo, N.Y., Courier-Express*. "Radar cutting death toll on highways" — *Bridgeport, Conn., Sunday Post*. "Grand Jury urges radar speed control" — *San Jose, Calif., Mercury*. "We've saved 6 lives! Give radar a hand" — *Houston Press*. "Radar credited in accident decrease" — *Lubbock, Texas, Avalanche-Journal*. "Since use of radar highway deaths drop" — *Wichita Falls, Texas, Daily Times*. "Oregon motorists favor the use of radar in speed detection by ratio of three to one" — *Eugene, Oregon, Register Guard*. "Most effective means of stopping slaughter on the highways" — *Atlantic City, N.J., Press*.

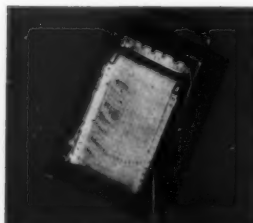
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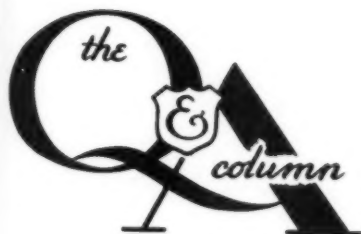


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Compiled by
John I. Schwarz,
Chief of Police, Easton, Penna.

ADULTERY

- Q. How is Adultery defined?
- A. Any married man or woman having sexual intercourse with any one not their lawful wedded wife or husband.
- Q. Can a man testify against his wife in a case of Adultery?
- A. Yes, but only to prove the fact that they were married.
- Q. What is the Corpus Delicti in a case of Adultery?
- A. The fact that the person was married and that there was intercourse with a person other than their wife or husband.
- Q. Would there have to be an eye-witness to prove adultery?
- A. No, the crime can be inferred from the circumstances.
- Q. Could a husband or wife sign a complaint against the other charging Adultery?
- A. Yes, but he cannot testify, only as to the state of marriage.
- Q. A woman comes to your station and asks you to make an investigation to determine whether or not her husband is committing adultery. What would you do?
- A. I would advise her to hire a private detective or constable.
- Q. Would you sign a complaint in an adultery case?
- A. No, that would be for the person who was wronged.
- Q. You are on patrol and in investigating a parked car came upon a man, whom you know is married and having intercourse with a woman other than his wife. What would you do?
- A. Advise him to seek his pleasure elsewhere.
- Q. What would it be if a single man had an intercourse with a married woman?
- A. Fornication on his part and adultery on her part.
- Q. Can there be a charge of Adultery and Bastardy?
- A. Yes, if the child is born to an unmarried woman and a married man.

LAWYER DEFINED

- Q. What is an Attorney at Law?
- A. A person learned in the law and qualified by education, etc., to practice law at the Bar, having passed certain examinations qualifying him to do so.

(Continued on Page 54)

LAW AND ORDER

AN INDEPENDENT MAGAZINE
FOR THE POLICE PROFESSION

Volume 7

June, 1959

No. 6

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ABOUT THE COVER: Boating and water sports are fast becoming America's foremost summer recreation activity. In many communities a harbor patrol has been organized to cope with the problems created by this marine activity. See story on Page 18.

WILLIAM C. COPP, Publisher; LILLIAN PETRANEK, Treasurer, Assistant to Publisher; LEE E. LAWDER, Editor; CARL MAIER, Managing Editor; DAVID O. MORETON, Technical Editor; DOROTHY FAGERSTROM, Editorial Assistant; IRVING B. ZEICHNER, Law Editor; LEWIS WINNER, Communications Consultant; RICHARD G. ARTHUR, Contributing Editor; JO HAIGHT, Art Director; HOWARD A. ROSE, Advertising Manager; ALEX P. MIHALCHYK, Circulation Mgr.



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The Honorable Tom Clark

GOOD MORNING, OFFICER!

Peace and order is Heaven's first law, man's first prayer. Through rules of conduct man seeks to make it universal. In this he necessarily finds some conflicts between the rights of the individual and the necessities of the state. These the law undertakes to balance.

My first utterance upon entering the Supreme Court building each morning is a "Good morning, officer" to the uniformed guard stationed at its portal. He is my friend, just as he is the friend of all the people. He is representative of the thousands of "officers of the law" who, regardless of weather, time or inclination, are always present—alert in the upholding of Heaven's first law. Nor is this a small man's job. It calls for "round-the-clock" informed vigilance, personal integrity and constant recognition of the dignity of every human being.

There is also "a first" for this officer of the law. It is the continued observance in the performance of his duties of those civilized, well-established and fair rules of conduct that meet our standards of decency. Upon this "first" every man's liberty not only depends but the strength of the state rests. While there is always a time for law—especially now with crime on the rise—still there is never a time nor a circumstance which warrants the sacrifice of these inalienable rights of man.

Democracies create courts to protect these rights. Courts, however, can only proceed on a case-by-case basis. Sometimes the result appears obscure—often to the officer disheartening. Courts, of course, know this. They fully appreciate the difficulties. But courts cannot



Associate Justice
Supreme Court of the United States

wear blinders. Even though the sanctions sometimes appear severe there always emerges one lesson, namely, **effective law enforcement does not need to cut corners on procedural rules.** Their strict observance gets the best results. Rather than "tying the hands of the law," they prevent the accused from escaping the penalty of the law through technical defenses. Justice inevitably prevails—and much more quickly—when procedural rules are obeyed. That is the teaching of my 30 odd years of law enforcement.

Officers of the law are truly the guardians of our freedom only when they observe these procedural safeguards. To make such a policy certain every police establishment should step up its in-service training, placing in its curriculum these fundamental teachings.

And so, "Good morning, officer, wherever you are; it's never so cloudy but what somewhere there is a silver lining."

I DON'T NEED FIGURES to tell you of homicide on the highway. Figures are dry and boring. I'm satisfied in telling you that there are too many needless deaths resulting from the operation of motor vehicles on our streets and highways. Forty thousand lives a year is the base figure!

The startling feature of these deaths is that we now know that the **biggest single factor in accident causation is the common drunk.**

In early 1958, New York's research-minded Police Commissioner, Stephen P. Kennedy, reported the results of a

could certainly work with our TV networks on a public service level to perfect the greatest safety measure in preventing highway deaths—getting the drunk out from behind the wheel.

Another key problem is in the field of accident reconstruction, in establishing impact speeds. We know scientists working with servo-mechanisms and data recorders could give us a small device to record impact speed.

The device could be welded to a car's frame by the manufacturer and provision made by federal law that only a police investigator could remove it,

it feasible—and since he's head of our police laboratory in New York, his opinion has value.

I know a lot of people think speed can be readily reconstructed from skid marks at accident scenes but it must be remembered that highways are not "labs" and police at accident scenes not "lab" technicians. This method is generally dependent upon such variable factors as road condition, weather, and the training level of police at the scene.

I don't cry out for these new devices and techniques just to pin guilt on the



Homicide On The Highway

by Deputy Chief Inspector
Paul B. Weston (Ret.)
New York City Police Dept.

joint one year study with the office of the Chief Medical Examiner: Over half of the "killed operators"—drivers who killed themselves at the wheel of a car—were found upon post-mortem examination to have meaningful amounts of blood alcohol in their system. Thirty-eight of the total sixty-nine drivers in this study had a blood alcohol level of from .10 to .40 per cent.

Recently, at a symposium on "Alcohol and Road Traffic" at Indiana University, Bloomington, Indiana, Dr. William Haddon, Jr., M.D., M.P.H., revealed that in a study of alcohol in single vehicle fatal accidents in Westchester County close to half of the eighty-three drivers who killed themselves at the wheel of a car without the help of another car, but solely through the agency of a tree, bridge abutment, or other stationary object were legally drunk. And an additional twenty per cent had a blood alcohol level of between .05 and .15 per cent—drunk enough apparently to have their critical judgment *fatally* impaired!

However, science has done little to solve this problem of drunk driving.

Improved devices for giving chemical tests are not the answer. The drunk must be kept from behind the wheel of a car. Not by law. Not by a policeman. Both have failed!

We need help from the social scientists, the psychologists, and the learned people studying human behavior so that machines may be improved.

Subliminal "advertising" on television may be the answer. The scientists that deal in this new form of below-conscious form of communication

and only after a serious accident. The self-recording feature of this device could be such that it would return to a zero setting in twenty-four hours if not removed, thus making it good for the life of the car—until wrecked.

I know the civil rights adherents will scream that a man cannot be made to testify against himself but to slow down a certain segment of our driver population it is necessary that they know police can prove their impact speed after an accident. The fact that they could no longer hide behind the common plea: "I was only doing twenty miles an hour," would be a strong deterrent.

This device may take time, but until we get it why can't the people in the physical sciences tell us the impact speed of cars in collision from a study of the physical damage to each car?

In accident reconstruction we plot the paths of the cars involved, and we have as physical evidence the result of the energy expended in the accident—the cars involved.

There must be a constant for bumpers bent in the impact of an accident, and a motor or known weight and method of mooring must require easily ascertained energy to push it into a driver's lap!

I know Capt. Charles Lehman of New York City's Accident Investigation Squad and myself could estimate speeds within twenty miles of actual impact speed from damage to the front end of a vehicle. We did it by rule of thumb, but we checked time and again and found it accurate. I also had a graduate student in one of my classes at City College do a term paper on this problem, and he thought

person causing an accident, but in the firm belief that public knowledge that police were armed with devices of such great accuracy and evidential value would be a better deterrent to death on the highway than police action after an accident.

Another device, that I'm sure is in the mind of some of the scientists, is a simple instrument for recording the speeds of automobiles on the highway in such a fashion that identity of the vehicle will be positive, a written record of high integrity be provided, and which will be so easily understood by motorists that it will not only have the prompt acceptance of the general public, but also acceptance by the courts as well.

The accuracy of radar speed management has been clouded by court cases, many attorneys defending their clients in speed cases in which police paced the suspected vehicle have questioned both the integrity of the method and the policeman, and I'm certain you must know of someone who received a ticket for speeding who never drives over the speed limit—well, hardly ever . . .

As a police officer of twenty-two years service I plead with men of science to help limit homicide on the highway. These needless deaths are black marks on the escutcheon of humanity.

I plead for help in speed management, for help in determining impact speeds, and for help in keeping the drunk from behind the wheel of the car.

I say try subliminal advertising, try anything that has a foundation in scientific inquiry and research. **END**



TRAFFIC CONGESTION is not a new problem created by the invention of the automobile. Even the early Romans had traffic jams and developed many methods which were basically the same as today's for dealing with the problem. In Mexico City pavement markings were used more than three hundred years ago. However, the need for proper handling of traffic is more urgent than ever before.

One of the simplest ways of channelizing vehicles, and also pedestrians, into orderly patterns is through the use of painted pavement markings. Although the use of these lines is a generally accepted practice throughout our country, there is an unfortunate lack of uniformity in design and color which is confusing and irritating to motorists.

While pavement markings can serve in many ways, regardless of the purpose for which they are provided, they must instantly convey their meaning to the driver. Each state and community must have its pavement markings designed and located so that drivers will not have to reason out their meaning, and will have ample time to react. Above all, their use must be con-

Notes On

PAVEMENT MARKINGS

By Dorothy Fagerstrom

sistent. Also, these markings should be used only when they serve a real purpose, for excessive use will merely dull the motorist's response, and so defeat their value as a warning or guide.

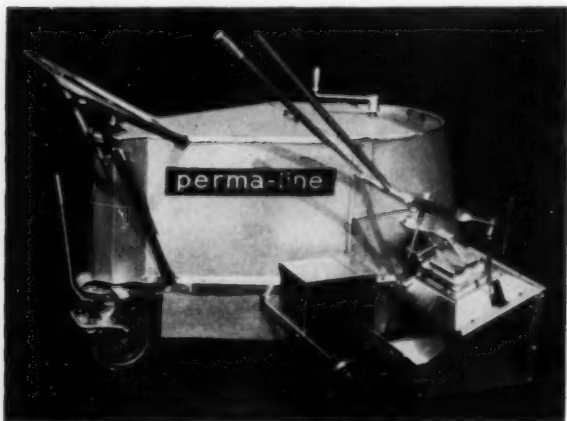
To assist those who are considering the use of pavement markings, we have prepared this article in three sections. The first part deals with some of the uses; the second section is concerned with the more practical matters of application, costs, etc.; while the third portion is devoted to other types of markings than the usual painted lines.

Patterns and their Uses

Center Lines: The first center line was used in this country in Wayne County, Michigan, about 1911. Today, either a solid or a dashed line is used depending upon the state involved. If the dashed line is used, it will generally have fifteen foot segments with twenty-five foot voids. It has been found that short segments and voids cause an unpleasant reaction which increases fatigue. The accompanying chart showing the various combinations in current use was prepared by A. R. Lauer for an article "Psychological Factors in Effective Traffic Control Devices" which appeared in the *Traffic Quarterly*, January, 1951. It is used here with the permission of the Eno Foundation.

At times the lines may be yellow or black, although white is commonly used. Miami, Florida, uses a white dashed line superimposed upon a black line, which is particularly effective on concrete pavement.

Barrier Lines: A solid line running parallel to the center line signifies a "no passing" area. If the barrier

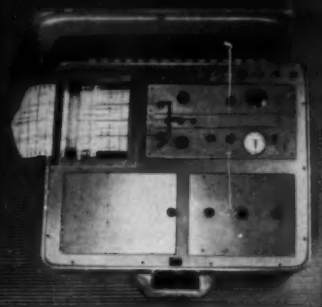


Left: Perma-Line
marking
machine for small
installations.



Right: Jet-Dri
paint being ap-
plied by brush.

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Pavement Markings (From Page 7)

of parallel diagonal lines. Also provided was a safety lane for cars waiting to make a left turn into the super-market. Barrier lines were provided to give ample warning in both directions of the change in the normal flow. The resulting drop in accidents has been rewarding, especially in view of the relatively low cost in paint and labor.

Eliminating Bottlenecks: Where a multi-lane artery feeds into a narrower road, proper use of pavement markings can reduce the bottleneck appreciably. In one instance a five lane boulevard fed into a two lane parkway causing a serious tie-up. Through the use of paint, the "V" of the intersection was sharply extended. A double barrier line was continued further into the boulevard. Motorists now bear left in ample time, and speed entering the parkway has increased from fifteen to twenty-five miles an hour, greatly reducing the bottleneck potential.

Lane Markings: Drivers have a natural tendency to drive a trifle to the left of the car in front, creating a "ladder" effect. The simplest way to form proper lanes is through the use of lane markings—generally a dashed line, with a solid line dividing opposing traffic. Lane markings can increase the capacity of a multi-lane artery by ten to twenty-five per cent.

Crosswalks: A traffic officer is responsible for the safety of pedestrians as well as motorists. Yet, pedestrians often are not willing to cooperate with an officer if there is no crosswalk. This was the problem of the officer on duty at a suburban station. The commuters seemed to cross the road haphazardly with little regard for their own safety. When reprimanded, they invariably pointed out the lack of a crosswalk. In due course this was remedied, and a short period of rigid enforcement convinced the commuters to use it. As a result, jay walking pedestrians are no longer a hidden menace to the driver who has just been waved on by the officer.

Crosswalks are also invaluable in school areas. Unfortunately the parallel lines across a road are not an absolute guarantee of safety for the children. However, they do provide a place to establish safety patrols, as well as warning motorists of what may be expected. A painted **SCHOOL** in large letters also serves a useful purpose as a warning—one that cannot be missed since the motorist need not take his eyes off the road to see it.

Parking: Using painted lines to mark off proper parking places, whether parallel to the curb or at an angle, is a necessity where parking meters are used. They are also effective in bringing order out of chaos in a large parking area. Yellow curb markings have been widely used to designate "no parking" areas.

Materials

There is no magic formula which can be used to determine which paint will be best in all areas, under all weather conditions, and all uses. Each manufacturer has made exhaustive tests of his product and can furnish exact information to aid you in determining which product will best fill your specific needs.

Generally speaking, it is a wise economy to use the best grade of paint (reflectORIZED if possible) permitted by your budget. A cheaper grade of paint wears easily and must, therefore, be repainted sooner. Since labor costs are an important factor, by using a grade of paint with long lasting qualities, you will save considerably in the long run. At times it is hard to convince the town officials to buy a more expensive grade, when a cheaper one is available, but an effort should be made to do so. This is particularly true for small municipalities who must contract with outsiders to have the work done.

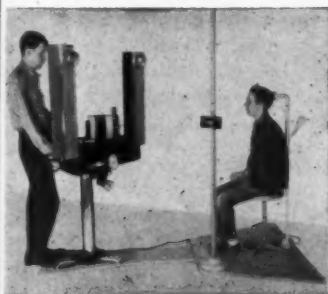
The painting should be done when the pavement is dry, that is, when there is no moisture in the voids. A concrete pavement will probably dry out faster after a rain than a bituminous treated surface on which large stones were used. The temperature should be fifty degrees or more in order for the paint to dry quickly. If the paint is slow in drying, motorists may track it onto other portions of the road, which would have a tendency to detract from the marking itself.

These weather limitations quite obviously prevent all-year painting in those sections of the country which have rainy or snowy seasons. However, through sensible planning, markings can be kept fresh and clear throughout the year.

Pavement markings can be expected to last six to eight months on arteries carrying ten thousand vehicles or more per day. New York City repaints the lines three times a year. The markings may last as long as five years on roads carrying only several hundred

(Continued on Next Page)

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Pavement Markings (From Page 9)
vehicles per day. In areas where icy conditions must be combated by the application of sand, the life expectancy of a painted line will be reduced materially. The sand has an abrasive action which is quite harmful.

Costs will vary according to the grade of paint used and the labor charges prevailing in the area. However, a few figures are given here to be used as a yard stick.

Mr. L. E. Thompson, of the Arizona Highway Department reports the average cost for a dashed center line of fifteen foot segments and twenty-five foot voids was \$25 per mile; while outer edging may run as high as \$100 for a continuous 4" line.

Mr. J. P. Mills, Jr., of the Virginia Department of Highways, reports that in 1958 a total of 7636.94 miles of center lines was painted at a cost of \$52.55 per mile; 137.85 miles of outer edging at an average cost of \$54.28 per mile. When the application was .015" thick, an average of 322 feet of four inch line was obtained. In all instances a reflectorized marking was used.

In the state of Connecticut, Mr. R. M. Williston, Engineer of Traffic with the State Highway Department, reports that a six inch skip center line costs approximately \$50.00 per mile; a six inch solid edge line, \$60-\$65; a four inch solid edge line, \$50-\$55; and a four inch center line which varies from a skip to double to combination, \$55-\$60. The six inch lines are used on the Connecticut Turnpike, while the four inch lines are used on district roads.

State highway departments do all painting for state roads. Many smaller municipalities cannot afford the equipment or crews necessary for this work, and must look to outside contractors for help. In some instances the state highway department will agree to do the painting needed by a community on a cost plus ten per cent basis.

A new enamel called Jet-Dri has been developed by the Consolidated Chemical & Paint Mfg. Co., of New York City, which the manufacturer claims has greater wearing qualities. Quick drying, its high gloss reflects light without the use of reflectorizing beads.

Permanent Markings

There are other products on the market which can be used in place of the painted lines. The most common of these are plastic blocks or strips. While they have a higher initial cost, the manufacturers claim a longer life expectancy for them. In most cases, these plastic blocks are used in cities for crosswalks, lane markings, and parking areas. One advantage of these permanent markings is that traffic may pass over them immediately after installation without harm. In this way, traffic is not disrupted for any length of time.

One type of permanent marking is a thermoplastic block applied with a hot mastic. These blocks are 3/8" thick, but have a tendency to become inlaid when applied to an asphalt surface. In snowy areas there is a possibility of damage by snow plows if the blades are not properly set. However, if the snow plow crews are alerted, no damage will result. Installation is most effective if the outside temperature is about 65-70 degrees. A variety of patterns may be formed, including letters. If letters are to be formed, it may be necessary to have some of the corners shaped at a local sign shop. The manufacturer, Armor-Flex Company, 6969 Amherst, St. Louis 5, Mo., claims these markers have

a life expectancy of from three to ten years. The 3" x 6" blocks cost 8c a piece. The usual pattern, calling for one block per foot, cost \$8 per hundred feet. These are available in yellow and white.

Nefslabs, manufactured by J. W. Neff Laboratories, Inc., Stockertown, Pa., are 1/16" thick for regular duty, 1/8" thick for extremely heavy use. These are available in a number of shapes, and may be reflectorized. These markings, made of a tough, flexible plastic with beveled edges, are not affected by temperature extremes, resist cracking and chipping. They are applied with a cold adhesive which may be brushed or sprayed on, or may be applied with a traffic striping machine. According to the manufacturer, these blocks are not damaged by snow plows and are being successfully used in Montreal, Canada. The manufacturer further claims these markings have a life expectancy approximately twenty times that of paint. The blocks cost 10c-15c per foot according to the pattern. Nefslabs are also effective in marking curves. The regular four inch strip may be warped into a minimum radius of seventy-five feet. For sharper curves, the blocks are used corner to corner. Available in white, yellow, black, red, blue and green, the colors are sunfast and waterproof. Traffic letters are also available.

A third type of permanent marking is called Perma-Line and is manufactured by Veon Chemical Corporation, 22-09 Bridge Plaza North, Long Island City 1, New York. This is a thermo-compound which is extruded hot (400° F) onto the surface, and then becomes a permanent part of the pavement. With the use of a Perma-Liner applicator the work may be done by a two man crew if the work to be done is not a major operation. According to the manufacturer, this type of marking will outlast ordinary paint six to eight times. One very good feature is the fact that it dries in about ten minutes. Available in white and yellow, it may be reflectorized.

An epoxy plastic coating called Chem-Line is also being used very effectively for pavement markings. Epoxy resins are outstanding for adhesion, flexibility, toughness and chemical resistance. It can be sprayed, rolled or brushed on, and reflective beads or coarse aggregate can be dusted on to give maximum light reflection and non-skid characteristics. Produced in all highway colors, it is available through Traffic Control, Inc., 460 Union Street, Lynn, Mass. The manufacturer claims Chem-Line will outwear paint by many years, making the price of 10c-13c per foot a real economy.

Conclusion

The proper use of pavement markings will solve many channelizing problems for a town. Combined with traffic signs and signals, they may reduce the accident rate by 67% at a dangerous intersection as happened in Jacksonville, Florida; or while freeing the flow of traffic, also reduce accidents by 64% as was done in Charlotte, North Carolina; or cut accidents by 44% when combined with a one-way pattern as in Nashville, Tennessee.

Pavement markings are adaptable, effective, and deserve careful thought. For those who are considering pavement markings, the Manual of Uniform Traffic Control Devices, obtainable from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., will be invaluable.

END

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"We Have Parking Problems Too!"

by **R. E. Vickery**
Chief of Police, Kodiak, Alaska



IN SPITE OF THE FACT that there's but one human being to every eight square miles in Alaska, the new state still uses parking meters.

As Police Chief of Kodiak, a city of 4,000 population, I can assure you that without our meter installations, our parking facilities would be in bad shape. In fact, this growing city will soon need more meters—and will, no doubt, obtain them, especially since it has been proven that they pay for themselves in a short time after installation.

There are, we understand, different methods of handling the operations connected with parking meters in different cities. Ours may be unusual, but for a small installation it works very well. My officers maintain all meters and make all collections which are turned over to the city clerk. Tickets are issued daily from 8 A.M. to 5 P.M. with the exception of Sundays and holidays.

All tickets placed on cars for overtime parking on the meter are stamped



with the time that the ticket has been issued. Also, the ticket has the statement, "If you get to the police station inside of two hours from the stamped time your fine can be settled for 25c. If after two hours the cost is \$1.00."

This idea prevents car drivers from staying on the meters; they get right up to the station to save 75c, thus permitting more people to park and shop.

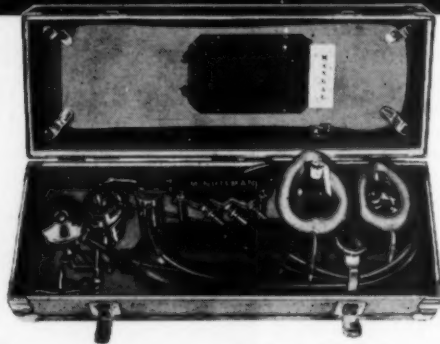
As you undoubtedly know, Alaska has some pretty tough winters. Kodiak, located on the Gulf of Alaska in the southern part of the state, receives its share of the cold weather. However, the motorists do not have any trouble inserting their coins in the meters. In fact, the meter mechanisms seem to thrive in low temperature. In the event of any difficulty motorists give us a call and an officer immediately reports to the meter to correct the trouble. Such incidents are rare—and we are greatly pleased with the smooth operation of our meters and our entire parking program. We use the "Mark Time" meters which are manufactured by M. H. Rhodes, of Hartford, Conn.

Kodiak is growing. A new boat harbor has been added and space prepared for parking. There's no question about the necessity for more meters. No city can do without them, off-street or any other form of parking, as populations, car owners and shopping facilities increase.

END

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For further information circle #261 on Readers Service Card

by Henry Dunn, Jr.
City Manager, Mount Holly, N. C.



New Traffic Ticket Aids Public Relations

A NEWLY ADOPTED Traffic Ticket and Complaint has improved public relations in Mount Holly, North Carolina, and brought about a better understanding between lawyers, the court, the police department, and the citizens.

The former ticket was 3 x 4½ inches in size and, in addition to being difficult to write on, lacked space for details of the violation. When it was decided to revise the form of the ticket, the "Uniform Traffic Ticket and Complaint" recommended by the American Bar Association was studied carefully, as were those in use in a number of municipalities.

This study showed that our ticket

was deficient in a number of ways, among which may be listed: size of paper; pre-numbering of tickets; consecutive use of carbon paper; total number of copies; name of city, county, and state; occupation of violator and place of occupation; year and model of vehicle; conditions under which the violation took place; docket number; and a list of the more common offenses.

Our new ticket is 4½ x 7½ inches, which provides ample space for the desired information. There are three copies of each ticket, and twenty-five tickets in each book. An aspect of the new ticket, which we feel is

very important, is the continuous use of carbon paper throughout the book, with no necessity of placing new carbon between the pages each time a ticket is written. The book is constructed so that a heavy flap covers the entire book. When a ticket is written, the front flap is easily inserted beneath the third copy to prevent marking the next ticket. These books are compiled by a local printer at a cost of approximately two cents per set.

Each ticket is pre-numbered. When a book is issued to an officer, his name and the serial numbers are recorded. He keeps the book until

New style citation 7½ x 4¾ inches, in triplicate.

Mount Holly Police Department STATE OF NORTH CAROLINA - COUNTY OF GASTON

Traffic Ticket and Complaint

Name _____

Address _____

Occupation _____

Place of Occupation _____

Age _____ Sex _____ Race _____ Driver's
License No. _____

Place of Violation _____

Time _____ Date _____

Make of Car _____ Year Model _____

License No. _____ Motor No. _____

You are hereby notified to appear in person before

_____ located at _____

_____ on the _____ day of _____ 195_____

at _____ AM _____ PM to answer the listed offense.

Docket No. _____

Signature of Officer _____

CITATION? N? 227

- | | |
|---|---|
| <input type="checkbox"/> In No Parking Space | <input type="checkbox"/> Stop Sign |
| <input type="checkbox"/> Double Parking | <input type="checkbox"/> Red Light |
| <input type="checkbox"/> Obstructing Traffic | <input type="checkbox"/> Improper Lights |
| <input type="checkbox"/> No City License | <input type="checkbox"/> Improper Passing |
| <input type="checkbox"/> Illegal Left, Right
or U Turn | <input type="checkbox"/> Failing To Yield
Right-of-Way |
| <input type="checkbox"/> Speeding | <input type="checkbox"/> Electrically Timed |
| _____ MPH In _____ Zone | |
| <input type="checkbox"/> OTHER _____ | |

CONDITIONS

- | |
|---|
| <input type="checkbox"/> SLIPPERY PAVEMENT |
| <input type="checkbox"/> DARKNESS |
| <input type="checkbox"/> HIGHWAY TYPE _____ |
| <input type="checkbox"/> OTHER _____ |

CITATION

Location _____ Time _____ A. M. _____ P. M. Opr. Lic. No. _____

Name _____

Address _____

You are hereby notified to appear in person before _____

Located in the Town of _____ on the _____ day of

_____ 195 _____ at _____ A. M. _____ P. M.

To _____

Make of Car _____ License No. _____ Motor No. _____

Description: Age _____ Height _____ Weight _____ Sex _____ Race _____

Date _____

Signed Police Dept. _____

Old style citation 4 1/2 x 3 inches, in duplicate.

all tickets have been issued and all the cases involved closed. Then he must return the book to the Chief of Police.

The original and second copy of each ticket are perforated so they may be easily torn out, while the third copy is permanently bound into the book. The original copy is given to the violator, and the second

copy is attached to the warrant, which is then in evidence in court. The third copy is kept as a record in the police department.

Eleven of the more common offenses are listed on the right with space for a check mark. Our experience has shown that the violator less frequently disagrees with the charge when it is checked off on the

right hand side of the ticket, than when it was written out in long hand on the old citation with each officer using a different terminology.

We have found that the information concerning conditions under which the offense was committed has been very helpful to the Judge in considering each case. As an example, speeding on a slippery pavement is, of course, a much more serious offense than speeding under dry conditions. In addition, the arresting officer has a complete picture in his mind of the arrest, since the ticket shows exactly what transpired at the time.

The Clerk of the Court states that the more complete information and description of the person charged greatly facilitates the preparation of reports which must be submitted to the North Carolina Department of Motor Vehicles and the State Bureau of Investigation.

The new ticket has proven to be highly successful and credit is to be given to Chief W. L. McKinney and Patrolman A. H. Norton, of the Mount Holly Police Department, for their work on this project. END

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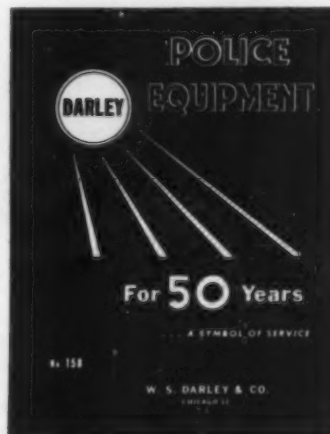
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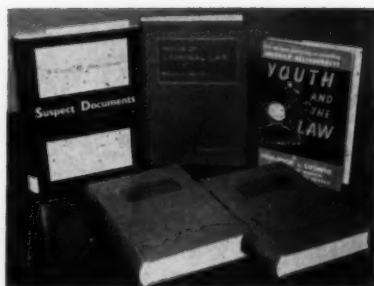
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POLICE EQUIPMENT NEWS

LAW AND ORDER



Make the Public Speedometer Conscious

by Peter A. La Fata
Manager, National Safety Company

ONE OF THE MOST DIFFICULT products to sell is safety. Everyone talks safety and will agree that "something should be done," but they are satisfied to leave it to the "other guy." Our organization has undertaken to promote safety education by making people speed conscious. The most obvious method of doing this is by making them more aware of the speedometer in their own car.

With sales of radar and other timing devices increasing each year, more and more speeders are being caught exceeding the permitted speed. Motorists often feel they have been "tagged" unfairly and will sincerely swear they were not exceeding the speed limit. They are convinced the police are the ones who are wrong.

How can a man doing fifty miles an hour in a fifty mile zone (according to his speedometer) be sure he will not be picked up by a radar unit clocking him at fifty-five or fifty-eight? Even brand new cars frequently have inaccurate speedometers. The service records of more than two thousand speedometer repair stations in the United States will confirm this statement.

Our company has developed a large speedometer, eighteen inches in diameter, which can be installed on the roof of a police safety car. It is a natural human trait for a man passing a big clock to check his wrist or pocket watch to compare his time with the larger clock. The same principle is exercised in the use of the giant Speed-Minder. As the safety car rides along

the highways, motorists can ride behind them and check their speedometers with the giant one.

The National Safety Company, 16 Arlington Street, Reading, Pa., feels it would be wise for legislation to be passed making it mandatory for a speedometer check at the same time the state service inspection seal is placed on the car.

An inaccurate speedometer can often be the cause of an accident. A motorist might turn a sharp curve, his speedometer reading fifteen miles per hour. If it is out as much as ten to twelve miles, as sometimes happens, his car could go out of control with great damage resulting.

The Speed-Minder is used in many cities, but it is not really a "brand new" idea. In July, 1956, the national magazine "Life" showed a safety car which was being used in New Mexico. After the picture appeared, Jess Holmes of the New Mexico Traffic Commission wrote to us "... I am sure you will be interested to know that we feel that this speedometer has done more to make people conscious of speed than any other device that we have been using. You would probably be surprised to know of the very fine comments which we have had from individuals and from those who, on many occasions, request an opportunity to check on their cars against ours."

Several large police organizations are using the Speed-Minders as a public relations asset to make their communities speed conscious.

END

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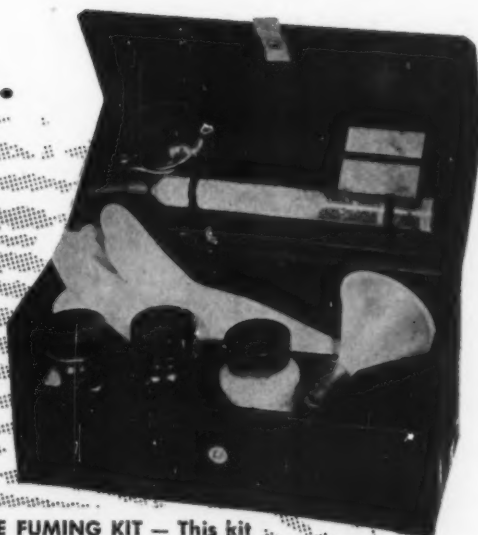
All Faurot kits contain "easy to use" equipment and "easy to follow" chemical processes so that the work of the investigator, experienced or inexperienced, can be facilitated in his search for criminal evidence.



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NO. 640 IODINE FUMING KIT — This kit was designed to conveniently consolidate all the equipment necessary to develop and transfer latent prints by the Iodine Fuming Process. Sufficient chemical supplies for multiple iodine tests are included.



NO. 628 BUREAU LATENT POWDER AND FINGER PRINT KIT — A medium sized kit designed with quality Faurot Equipment for taking finger prints (ink and inkless method), developing latent prints (powders and chemical solution), lifting and examining latent prints. All items are arranged to facilitate the investigators work.

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The Harbor Patrol-Guardians of the Waterways

THE RAPID GROWTH of boating recreation in our waters required the Town of Huntington, on the north shore of Long Island, to augment the Police Marine Division with personnel and equipment to meet the increased demands for police service.

The area assigned for the Marine Division to cover has fifty-one miles of coastline. Within this area there are some seven thousand small craft—enough boats to stretch stem to stern from here across Long Island Sound to Connecticut and back again.

Six men were assigned to cover this area and protect what amounts to a multi-million dollar investment.

We had to keep baymen off restricted grounds, assist foundering yachts, arrest boat thieves, aid injured yachtsmen, fight fires and attend to the routine business of directing traffic.

We say "routine" but it really isn't. In fact it turned out to be one of the most important phases of the work. Sure, we rescued people who met with accidents, solved some good cases—but it was the dull routine of directing traffic that became the most vital and exciting phase of the work.

Stopping a person who refuses to obey the rules of the road on land is one thing. On the water, it is another.

On the water, no matter what you do, you're cutting into a man's recreation and no one likes to spoil harmless sport—so long as no one stands a chance of getting hurt.

The Town of Huntington, thanks to the Town Board, Harbor Master Gustave Anderson (retired Coast Guard Commander), and others, has a fine water ordinance. The Marine Division is in charge of Sgt. Edward Richard. It is good enough so that all the other Townships in Suffolk County are now patterning their water laws after it.

Armed with this ordinance, we went after the speeders. It soon became apparent that the iron hand in the

velvet glove was the best treatment for boaters who were breaking rules. A lot of warnings were issued but in the end only two tickets were handed out and these were for minor violations.

It quickly became apparent that the kids were going to be our biggest problem. They wanted to open up the throttle the minute they got in their boat. Five mile an hour restricted speed zones weren't for them.

To combat this situation, we didn't fight it at all. By taking this problem to the Town Board, and the local yacht clubs, a drag strip was set up on the mud flats in Huntington Harbor.

For four hours at a stretch, the flats were covered with enough water for outboards to be used. The hot rodders went at it hot and heavy, young and old.

The Huntington Police Marine Division controls the operation of three boats, i.e., a Pacemaker 29' Cabin Cruiser, a Custom Built 32' Cruiser, and a 16' Runabout Bellbouy.

The Pacemaker, Marine #10, is a 29' Cabin Cruiser,





Chief Alfred C. Kohler.
Huntington (N. Y.) Police Department.

twin screw, powered by two 125 HP Chrysler engines, fresh water cooled, and is equipped with a resuscitator, line throwing gun, megaphone, first aid and skin diving equipment, fire pump, generator for search light and flood lights, binoculars, ship to shore radio, police radio, blankets, small life rings, fire extinguishers, and enough rope for any type of towing work.

The Custom Built 32' Cruiser, Marine #20, has a 11'6" beam, powered by twin 125 HP fresh water cooled Chrysler engines. This boat carries the same equipment as Marine #10. Both Marine #10 and #20 carry a dinghy with a 3 HP Evinrude outboard.

The 16' Runabout Bellbouy, Marine #30, is a craft whose hull is made of reinforced plastic, and carries a 50 HP Evinrude outboard, and a 30-gallon gas tank under the front seat. It is equipped with police radio, grappling hooks and two fire extinguishers. Marine #30 is used mainly for harbor patrol and for fast emergency calls. It can be taken from the water, placed on a trailer and brought in as close as possible to any emergency scene.

Attached to the Marine Division is one patrol car which patrols the fifty-one miles of shoreline, including ten beaches located in the Township.

During the winter months, a wheel patrol is maintained and men are assigned to the hangar where the

boats are placed, to complete the necessary work such as painting, repairs, etc.

The Marine Division consists of six men: one sergeant and five patrolmen—Sgt. Edward Richard, Patrolman Thomas Burns, Paul Arato, Voyle Anderson, John McCrickert and Simon Levy.

All these men have been trained in the use of the equipment and the handling of the police boats.

Each month the men are given a refresher course in the use of the equipment, boats, first aid and swimming.

At the present time two members of the Marine Division are trained enough to use the diving equipment. Prior to being assigned to the division, both these men attended classes for skin diving. Also all members of the division have attended classes given by the Neptune Power Squadron.

A few of the unusual cases encountered during the year are listed briefly as follows: Early in the boating season the Marine Division received a call on the ship to shore radio from a fishing boat in the Huntington Bay area. They stated that a small boy was aboard who had seriously injured his hand. Marine #10 proceeded to their location, administered first aid to the young boy and radioed for a patrol car to pick up the boy at the Huntington Yacht Club for treatment at the Huntington Hospital. Radio communication made possible a quick coordinated response by the police.

Later in the season, the Marine Division assisted an owner of a commercial fishing boat in freeing his hand from a gear box. He was then taken to the local hospital for treatment. Again police radio speeded aid in an emergency.

A few boat owners reported the loss of marine articles from their boats. Upon investigation, a small runabout was located a few days later on the shoreline near one of the local yacht clubs, which contained marine equipment similar to that which was reported as having been stolen. Investigation of two boathouses near the area where the small runabout was found, revealed a few thousand dollars worth of various marine equipment. The detective division was notified. Within an hour after a stake-out was posted, a young boy was taken into custody when he attempted to pick up some of the

(Continued on Page 22)



Chief Alfred C. Kohler and Sgt. Edward Richard on a 16 ft. Runabout powered by a 50 HP Evinrude. This craft is used for all types of work. She carries a police radio.

Equipment which is carried by each boat.

Speed limit signs are placed in harbor.



The Investigator and The Crime Laboratory

by Richard O. Arther



An In-Service Training Aid

Chapter II, Part 2, How to Murder Someone—And Get Away With It

Submission of the Testing Materials

A. Chain of Custody

The ideal situation is for the pathologist to be responsible for collecting, labeling and transporting to the crime laboratory all physical evidence collected during the autopsy. This is by far the best method.

However, in most jurisdictions the investigator collects the testing materials from the pathologist and immediately delivers them to the laboratory. When this is done, the investigator personally attends the autopsy so that he receives the material as it is removed from the body.

Regardless of which system is used, at the trial it must be proven who sealed the various containers, who broke the seals, and that no unauthorized personnel *ever had access* to any of the evidence from the time of the original collecting to the completion of the examination. This would, of course, also apply to any food, liquid, or other material the investigator collected at the crime scene.

Whenever you receive anything from the pathologist, give him a receipt, keep a duplicate for yourself, and write down in your notebook exactly what you received, the doctor's name, and the date, time, and place.

From whomever you pass the material on to, make sure you receive a receipt covering everything turned over to that person. Again, in your notebook write down what you gave, to whom you gave it, and the date, time, and place.

B. Containers

Each organ and other items submitted, such as food and vomitus, is placed in a clean plastic bag or an all-glass container. These are sealed and the pathologist or investigator writes his name and the date on each seal. The seal should be air-tight.

The only exception to this is when you take into custody liquids or foods that are already in containers that are or can easily be sealed, for example, a wine bottle. In these cases, just leave the liquid in its original container.

Note: Each organ, other testing material, and all items submitted should have its own individual container. Never combine two or more samples.

The following information is typed on a card which is taped to each container:

1. Name of victim.
2. Date of death.
3. Name of police department.
4. Case number.
5. Name of investigator (s).

6. Name and address of pathologist.
7. Date and time of autopsy.
8. What testing material is sealed in the container.
9. Date and time testing material sealed in container.
10. Your signature.

C. Never Add Anything

Investigators, including doctors, have occasionally added chemicals in order to "preserve" the testing material. These chemicals only serve to confuse the issue. They may cause a chemical reaction to take place with the real poison or damage the toxicologist's testing methods. In some cases, the "preservative" itself has contained a poison.

D. Keep Material Cool

If the examination is going to be done locally, place all the containers in a refrigerator.

If the testing materials must be transported, place *dry ice* in a sturdy carton (preferably a wooden box lined with protective material) along with the containers. Make sure of the following:

1. Wrap each container in newspaper so that they will not bump against each other and possibly break. If possible, have dividers that physically separate the containers.

2. Blood, urine, and other liquids must not be in contact with the dry ice. If liquids are in contact they will expand as they freeze and will burst their containers.

3. The dry ice is packed loose in the shipping carton. Since dry ice "melts" as a gas, if it is inside any air-tight container it will probably build up enough pressure to cause a terrific explosion. Therefore, do not make the carton air-tight.

E. Transporting Material

If the toxicologist is nearby, deliver the testing material to him immediately. However, if for any reason there will be a delay, place the materials under refrigeration.

If the toxicologist is some distance away, properly pack the materials, and if possible, deliver them in person. If the laboratory is too far away for personal delivery, send the carton either by Air Express or by special delivery. In either case, request a return receipt so that the chain of evidence can be definitely proven. Make sure the carton is clearly marked on the outside as to its contents.

Inside the carton enclose carbons of your investigation reports covering as many points as possible discussed in the first part of this chapter. If the autopsy report is available, also include a carbon of that. If it is

not available, send a copy as soon as it is.

If later you learn any other information that *may be of any value* to the toxicologist, immediately telephone or send it to him.

It is up to the toxicologist to prove conclusively, by chemical analysis, what poisons are present in the body and in what amounts.

He does this by first studying the investigator's report to see if he can determine what poison was used. He then conducts tests on the items collected at the autopsy to determine if his suspicion is correct. If he is wrong, he conducts additional tests until he finds the poison or until he runs out of testing material.

Obviously, the more information he has from the investigator, the more accurately he can determine what poison was used. And, if only a few testing materials are collected at the autopsy or if only small amounts are collected, he is not only limited in the various types of tests he can conduct, but in the number of the tests he can run.

Because of the tremendous number of drugs, medicines, and traditional types of poisons that can cause death the toxicologist's job is not only comparable to looking for a needle in the haystack, but looking for a needle in a field of 50 haystacks. By reading the investigator's report, possibly 45 of those haystacks can be immediately eliminated. The autopsy report can possibly eliminate another 4 stacks, leaving just 1 stack to be searched.

The toxicologist's job is further complicated in that he must not only determine if a certain poison is in the body, but how much is there. All of us have some poisons in our body—possibly from our place of business, small dosages in medicines, minute amounts in the food we eat, the "normal" amount in our organs.

Therefore, the question the expert must answer is "What poisons are in the body, and to what extent?" This is because the courts demand that in order to sustain a charge of murder by poisoning, not only must it be shown that there is a poison present within the body of the deceased, but further, that the amount of poison present is sufficient to have caused death.

What the Experts Can Tell You

Assuming the toxicologist has enough material, he, in co-operation with the pathologist, will be able to answer the following questions for the investigator:

1. Did the victim die from poisoning?
2. If so, what poison was used?
3. How much poison was given?
4. When was the poison originally administered?
5. Where is this poison found, how and where can it be obtained, how was it probably administered?
6. Is more than one poison involved?
7. If the victim did not die from poisoning, is there poison present that indicates the possibility that the murderer originally tried poison, it didn't work, then he switched to another method?

Unless you have a specific indication as to what poison was used, do not expect the answer to any of the above questions before 3 or 4 days. In fact, because some of the tests are so complicated and time consuming, many examinations take two weeks to complete.

(Continued on Next Page)

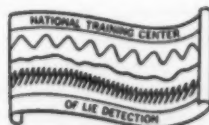
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Investigator (From Page 21)

Conclusion

The art of poisoning is very ancient. Almost 2,000 years ago the Hindus were familiar with the deadly effect certain substances had upon the body. Socrates in 339 B.C. drank hemlock poison. Before the end of the 15th century five popes had been poisoned.

Toxicology is a very involved science. It covers various phases of poisons—their origin, property, action, treatment, and detection. Very few persons in the world are competent enough to be considered an expert in all of these phases. And, most medical doctors today have very little knowledge of poisons.

As it has been for centuries, poisoning is still an extremely effective way of murdering someone—and getting away with it. Because even today the majority of doctors who certify causes of death know so little of poisons and the way they act, death by poisoning can easily be mistaken for a "natural" death.

If for any reason you suspect poisoning, especially if the victim had previously been in good health, immediately request that an autopsy be performed. To postpone this request until after embalming is usually disastrous, since the embalming fluid renders most toxicology tests completely ineffective. To wait until after burial or cremation is, of course, even worse.

If done before embalming, a proper autopsy and a good toxicology examination together will establish whether or not poisoning is the cause of death. But,

death by poisoning will probably never be proved if you do not take the initiative upon your first visit to the death scene.

It is up to *you* to disprove the title of this chapter.

The author wishes to thank William E. Kirwan, Director of the New York State Police Scientific Laboratory, and George W. Harman, San Francisco Polygraph Director of John E. Reid & Associates, for their many suggestions regarding this chapter.

Harbor Patrol (From Page 19)
marine equipment. His partner was later picked up and placed in the hands of the Juvenile Aid Bureau.

Many extra hours of duty by the men in the Marine Division resulted in the recovery and return to the rightful owners of much lost or stolen craft and marine equipment. In 1958, marine recoveries amounted to \$33,500.

During the year 1958 lectures were given by members of the Police Marine Division on "Water Safety" to schools, local yacht clubs, and other clubs such as the Lions, Kiwanis, etc. Also the local radio station and newspapers help in making our waterways safe for boating.

I have the satisfaction of knowing that in the most popular boating area on Long Island, located in the fastest growing county in the United States, people can boat in safety.

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Fact or Fable?

It has been said that 97% of interrogations are successful because the man asking the questions was well-versed in the idiosyncrasies of human nature. To accumulate this knowledge requires years of experience. Although book learning can never replace experience, it can save you the failure that comes from hit-or-miss methods. The interrogation of suspects, witnesses, and accomplices is a vitally important function of law enforcement officers, lawyers, and investigators.



"Interrogation is an art and a science. As is true with any art one does not become an artist overnight merely by reading about the subject. One must practice. However practice is no guarantee that success will result; one must know *what* to practice. *That is the purpose of this book — to teach various interrogation techniques and how they should be applied.*"

The above is a statement from this book. Written in an easy to read, non-scholastic manner, it is one of the most comprehensive ever written on the subject of interrogation. Here are some of the chapter titles:

- The Interrogator
- The Interrogation Room
- Interrogating the Cool Customer
- The Nervous Suspect
- Ending the Interrogation
- The Right Questions
- Indirect Questioning
- Obtaining a Typewritten Confession
- What a Typewritten Confession Contains
- Sample Written Confession
- Interrogating Narcotic Addicts
- Interrogating Children and Teen-Agers
- General Sex Interrogation Techniques
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NO ONE has a better knowledge of curb parking in the business sections of the city than the officers who enforce the parking regulations. Six days each week, in all kinds of weather, the police officer is attempting to create more parking space through the enforcement of parking regulations. Parking space must be provided for the tourist, for the

in a manner of speaking, "cutting their own throats" by taking up the much-needed space that should have been made available to those who may have wanted to stop at his place of business. So the marking of the tires appeared to be a waste of time on the part of the officer.

This city, as did many of the other cities throughout the country, in-

plugging the meters for additional time, and they are the same ones who a few years ago were wiping off the chalk marks.

An officer assigned to parking meter enforcement can do the department a lot of good through his public relations work, and at the same time, he can do a lot of harm by being discourteous.



Some Observations on Parking and Enforcement

by Chief John T. Truett, Bend, Oregon

townspeople while shopping, for delivery trucks, and for many other forms of transportation.

Some of us can remember when there were no laws regulating the period of time a vehicle could park. But when the vehicle registration increased, while the number of curb parking spaces remained the same, some limitation of the time a vehicle could remain parked in the same place without moving had to be set. This period of time usually was set at one hour.

There had to be some means provided for maintaining a record on each vehicle for the period of time that it had been parked. An officer was selected for this duty and given a two-wheel motorcycle and a device loaded with white chalk for marking the tires of the vehicles. Some merchant drivers parking their privately owned cars in front of their places of business created another problem. During the days when most cities allowed angle parking, he would park his vehicle so that it would extend a few inches from the curb. After the officer had marked his tire, he would allow his vehicle to roll up against the curb, thereby hiding the chalk marks from the officer. He would also wipe the tire clean of any chalk marks after the officer had gone by, or he would move his vehicle to the next space. All of this did no harm to the officer; but whether or not the businessman or his employees realized it, they were,

stalled a timing device known as the parking meter. The parking meter was set so as to register a certain amount of time for a certain coin. If the meter expired, a parking ticket was issued by the enforcement officer. The parking meter was designed to help move the traffic and therefore provide more parking space for the motoring public.

While the parking meter was installed to move traffic, there was also the question of what to do with the money that was taken in from the parking meters. In most states, that question was settled by the enactment of a state law, stating that all income from such parking meters must be put back into some form of traffic improvement and into the enforcement of parking regulations. This money could also be used for the purchase of property with which to provide off-street parking. The businessmen and their employees should be encouraged to park in these areas. Also, in some cases, because of the volume of traffic at peak hours, parking is discontinued on certain streets during those hours. Therefore, to place parking meters on these streets is wasted money. The money spent on those meters could be used to greater advantage be investing it in off-street parking, leaving the busy streets free to handle the volume of traffic.

Even now, with the parking meter as a timing device, we are still having some of our old problems with enforcement. The motorists are

A great number of police departments have replaced the traffic officers with Meter Maids for the particular assignment of parking meter enforcement. The Meter Maid is doing the job at less cost to the taxpayer, and by devoting her full time to the job is able to provide stricter enforcement of the ordinances. Here in Bend, by using a Meter Maid, some three hundred more tickets are issued each month, and at less monthly pay than that of a patrolman. Her top pay at the present time is \$287 per month, with all the uniforms furnished. She has the same full authority of arrest as does any other officer.

All enforcement of the alley parking in the downtown section is the responsibility of the meter patrol. Serving out-of-town warrants where the vehicle is observed parked downtown is also her responsibility. By this replacement, the traffic officer has been able to enforce the moving violations more effectively, which in turn reduces the accident rate.

In our mid-Oregon city, of 12,450, we have 565 parking meters, of which 145 have been installed on off-street parking lots throughout the business district.

Most motorists do not mind receiving an overtime parking tag. What does seem to bother them is driving to the Police Department to pay for the violation. As a matter of courtesy to the motorist, we installed some twenty "Fine-O-Meters," where pay-

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ment of the ticket is made on the street. A courtesy "Fine-O-Meter" was installed in the center of each block. When the ticket is issued, an envelope is also placed with the parking ticket, so that the amount of the fine may be placed in the envelope with the ticket and deposited in the "Fine-O-Meter." Not only is this method a courtesy to the resident motorist, but it increases the number of tickets paid by out-of-town people.

In order to keep the motoring public somewhat happy now that parking meters have been installed and they must pay a certain amount for a particular period of time, let's not lose sight of the fact that a parking meter must be kept in good working condition in order to give the proper time. Nothing is more discouraging than to place a coin in a parking meter and have it fail to function properly. Proper maintenance is a "must." The proper cleaning, adjusting, and replacement of worn parts will create a better working meter and also create a better feeling toward the use of the parking meters.

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"Form PD-24"

by Officer John P. Platte
East Lansing (Mich.) Police Dept.



EDITOR'S NOTE: Here is a very simple service that your department can render to a motorist who is involved in an accident. The form which is shown was designed by the author. John P. Platte has been a member of the East Lansing (Mich.) Police Department for seven and a half years. He holds the rank of Corporal and is assigned to the duties of forms and records in addition to regular desk and patrol routine.

HOW MANY TIMES, while policing an accident, have you noticed the drivers tearing their clothing apart looking for a scrap of paper on which to write certain information regarding the other driver. I have seen them write on business cards, grocery lists and other various sorts of paper. Some drivers get only a name and phone number. Others would like to obtain an entire life history for their insurance agent.

One day while policing an accident, I was asked for paper by the drivers so that they could obtain each other's name and address. Having run out of paper from my note book, I was forced to tear off two sheets from the clip board. They did not tear off neatly and when presenting them to the drivers, I had the thought that something was needed along this line for the benefit of the driver and the officer. Throughout the rest of my tour of duty, I gave this some thought, and later that day devised a form which I felt would provide for the following:

First, the form, if prepared, would supply the drivers involved in accidents with a uniform source of information for the insurance agents. The forms, given to the drivers at the right time, keep them in the car for a short time and tend to eliminate argument between them.

Secondly, the driver, when given a neat piece of paper requesting the information that he should have, develops a better attitude toward his police department. In the more serious accidents, many drivers are confused, and the form guides them toward the necessary information. The officer, having something to occupy the drivers for a short while, can consider his enforcement, write the ticket and present the erring driver or drivers with summonses.

Thirdly, the insurance agent, after receiving the form from the insured, can present it at the police desk when requesting a copy of the police report. This form will aid the desk officer in locating the report.

The insurance form asks for the name, address and state where the motorist resides; the location, date and time of the accident; the make, license and state in which the vehicle is registered; the name of the insurance carrier; and signature of the investigating officer.

The officer carries a number of the forms in the vehicle with which he patrols. When policing the accident, each driver involved is given the form to complete. When this is done, the officer signs the form and makes certain that the drivers exchange so that they leave the scene with the other driver's pertinent information. The motorist is advised by the officer to present the form to his insurance agent.

I have worked the day desk often and have found that many agents appear for an accident report with erroneous information, making it difficult to locate reports quickly and efficiently. Since the form has been in use, agents now appear with the form or at least have the proper location, date and time of the accident.

The form, known in East Lansing as PD-24, has given the police department another means to improve and retain good public relations. END

DRIVER: SUBMIT THIS REPORT TO YOUR
INSURANCE AGENT.

NAME.....

ADDRESS.....

STATE.....

LOCATION OF ACCIDENT.....

.....

DATE.....TIME.....

MAKE OF CAR.....

LICENSE NUMBER.....STATE.....

INSURANCE CARRIER.....

OFFICER (S).....
EAST LANSING POLICE DEPARTMENT

PD-24



Are Juvenile Arrests Necessary?

by Sgt. John Olejar

Juvenile Bureau, Youngstown (Ohio) Police Department

JUVENILES are not born delinquent. Juvenile delinquency is an acquired trait, just as much as are honesty, integrity and good behaviour.

With this philosophy predominating our faith in the youngsters of our nation, the Juvenile Bureau of the City of Youngstown has adopted a juvenile no-arrest rule. It is a policy not only favored by Mayor Frank X. Kryzan and Police Chief Paul Cress, but also by the good citizens of Youngstown. They understand children must be treated differently in law enforcement situations. Our Juvenile Bureau can and does play an important part in rehabilitating youngsters. However, we do arrest juveniles, but only when circumstances determine arrests should be made.

In the State of Ohio, persons under eighteen years of age are considered children or juveniles. Although our principal activity is with youngsters, we do come into contact with adults whose law infractions involve juveniles. Our Juvenile Bureau is and will function as a law enforcement agency, but our resolution is to teach and impress safety and proper behaviour in all the children of this city.

To accomplish this purpose, our bureau is organized to take advantage of all necessary aid from civic organizations, law enforcement authorities and other public agencies. We also depend upon aid and cooperation not only from parents of youngsters who are in trouble, but also from parents from all walks of life. The problem of juvenile rehabilitation rests on the shoulders of everyone.

The juvenile no-arrest rule is a definition of our policy for youngsters who are not arrested nor given a permanent record number when they are brought to the attention of

our bureau. We offer them advice for their future behaviour but some are placed on probation to a juvenile officer. Parents are always notified, for they can become an important force in rehabilitating situations. Some parents and youngsters may fail, resulting in an official case made in Juvenile Court. We believe this is a very effective method of regulating youngsters and protecting them from having official police records.

Here is an example of our no-arrest rule. Not so long ago late at night, four boys were picked up for stripping cars. Our uniformed police officers nabbed the youths in the theft act. Now this would be a logical time for arrests and placing the names of the youths on the juvenile docket. However, for the time being, no arrests were made and no names docketed.

First of all, the quartet was brought to the office of Captain Joseph Lepo, officer-in-charge for the Police Department's night shift. Then, Patrolman Frank DeMain, of the Juvenile Bureau, on duty for night calls that week, was summoned to interrogate the youths. Parents of the four youngsters were also notified to report to the police station.

Patrolman DeMain questioned the

youths and the officers who had nabbed them. During the interrogation, Patrolman DeMain discovered the reason for the thefts and decided the youths should further be questioned by me. Since none of the youths had police records and Patrolman DeMain believed the situation could be resolved in the morning, the no-arrest situation continued. The patrolman informed the parents of the discretions committed and ordered the parents to bring the youths to my office in the morning for further questioning and consultation.

During the morning consultation, one of the parents revealed he bought the car for his son, but had not given him enough allowance to purchase gasoline and accessories. The parents also permitted their son complete freedom in keeping late hours. The other three youths, who also were not restricted in their movements, were his companions on motor trips to strip cars and siphon gasoline.

With all the facts before me, I saw no reason for taking the case to the Juvenile Court. True, we could have made the youths appear before the Juvenile Judge and set an ex-

(Continued on Next Page)

Police Chief Paul Cress (rear left) was invited by Sgt. John Olejar (rear right) to participate in the Juvenile Bureau's consultation with a mother and her son. During the hour-long discussion, the police chief learned more facts about whether juvenile arrests are necessary.





ample for other youths. But such a blemish as a juvenile record for the youngsters might steer them to further law infractions. We wanted to help, not to punish.

My decision was to continue the no-arrest rule and place the boys on probation. No, this is not a slap-on-the-wrist penalty. The youngsters still had to report to a juvenile officer as a condition of their probation. Better yet, the youths and their parents followed our advice.

This is how the situation materialized. The youngster who owned the car, found employment after school hours and used the earned money for his automobile expenses. The other youths also chipped in funds. The youths attended church regularly and joined church and school groups and continued to live normal lives without the stigma of a juvenile docket number. Their respect for laws and the police department were noticed by other youths. The parents themselves began to take a greater interest in their youngsters.

Were they juvenile delinquents? We did not believe it and we realized they needed guidance. We are sure these four youngsters will never again appear before us for any law infractions.

The no-arrest policy is very effective since juvenile delinquency in Youngstown is at a low rate. We have no gang troubles. We have no narcotic problems in our schools. Our records reveal we have not had a Youngstown juvenile implicated in a murder in Youngstown. The only murder case, which happened recently, is of a Cleveland district youth arrested for murder of a railroad man in Youngstown.

In 1958, our records show 1,614 boys and girls were brought to the attention of the Juvenile Bureau. Of this total, only 150 were arrested for misdemeanors or felonies and their names written on the juvenile docket.

The charge of being a runaway was the largest category with twenty-two arrests. In most categories, there were less than five juveniles

arrested. However, our bureau arrested eighteen juveniles for disturbance, seventeen for being ungovernable, thirteen for shoplifting, eleven for burglary, eleven for stripping automobiles and eleven for larceny.

Our major problem is traffic, with 714 arrests. We are working toward a solution of this serious problem. We have inaugurated a Traffic Referral School with the approval of the Juvenile Court for all juvenile traffic moving violations. Other methods for controlling the traffic problem also are under study.

Our no-arrests were greater in number than our arrests. From the 1,614 juvenile total, there were 438 no-arrests. This means 438 youngsters avoided arrest and a permanent police number even though they committed crimes. But the crimes were committed under abnormal conditions which could be and were remedied.

With such a record before us, we feel we are justified for using the no-arrest policy.

What about manpower for our bureau to function not only in law enforcement, but also in juvenile rehabilitation? This year our budget will run about \$115,000 with \$75,000 allocated for salaries of sixty-four school patrolmen, leaving \$40,000 for our staff of seven police officers, a clerk and office expenses.

When the bureau began operations in 1942, it had a two-man staff and a budget of about \$4,500, including salaries. In 1945, we had sixteen school patrolmen, each receiving a \$405 yearly salary. Our school patrolmen are retired citizens who escort children across busy streets.

In addition to our six men, Chief Cress has assigned two officers from other bureaus to work with us for two-week periods. Under this plan, fifty-two police officers in a year's time will learn about juvenile rehabilitation. Their training in juvenile activities will enable them to function more efficiently for juvenile rehabilitation when they return to their beats. Each assigned uniformed officer teams with Patrolman Clarence Burke of our bureau for a week's

training on school visitations, learning juvenile traffic problems. The second week's training consists of the extra officer working in plainclothes with another juvenile officer on investigative operations.

This plan not only provides us with additional manpower, but also helps the bureau to indoctrinate other police officers in our operations with juveniles. Generally it is the uniformed police officer who makes the first contact with juveniles in law violations, and we believe youngsters will respect uniformed officers who are informed of their growing-up problems.

Members of the police department contribute considerable time to supervising various youth activities within the established framework of existing youth organizations. This helps to build mutual respect between the police officers and the youngsters.

For additional manpower, we receive assistance from many civic organizations and other governmental agencies. It is very simple to get this assistance. We just ask for it. But the asking takes a multitude of forms, such as having our officers appear before organizations and speak of our function with youth. Surprisingly, organizations are eager to help us. For instance, this is the way some of the organizations help us.

The Youngstown Automobile Club, interested in safety for juveniles and adults, cooperates in a safety training program which stays with the juvenile throughout his adult life. The club provides badges and flagpoles for the eleven hundred boys and girls in the school safety patrols. Each patrol member is presented with two Certificates of Merit, one signed by the Mayor and the other by the Governor. The certificates are presented by either a juvenile officer or a school principal at a local PTA meeting or a school day assembly.

The club also donates placards and safety literature to all schools in conjunction with the Safety Council of Greater Youngstown whose

(Continued on Page 30)



Hackensack (N. J.) Youth Division

by Lt. Owen Toolen

Hackensack Police Department



THE CITY OF HACKENSACK (N. J.) is located about eight miles west of New York City. We have a cosmopolitan population of 32,500 residents and inasmuch as the city is the county seat and a shopping center, another 32,000 people enter the city on business or for other reasons every day. We have thirteen public and private schools. These schools have an attendance of 6,567 children.

The seventy-six man police department is under the direction of Chief Westervelt Demarest, a veteran law enforcement officer who has always been vitally interested in the youth program of our city.

The Youth Division

The Youth Division of the Hackensack Police Department was organized in 1944, and is presently located in the new City Hall at 65 Central Avenue. Patrolman Stanley Barnett and myself are the two full time day officers, but we work with the understanding that we are always on call day or night for any emergency. One of the most successful programs which the Youth Division spearheads is the licensing of bicycles. Each year approximately 1600 children bring their bicycles for inspection and licensing. The children pay twenty-five cents, and the program is held in cooperation with the P.T.A. At certain designated times each school is processed. This personal contact with the children has done much to foster good relationship between the policeman and the children. In addition to

the licensing, the safety education program has done much to keep the bicycle casualties to a minimum.

The Youth Guidance Council

The city has provided thirteen parks or play areas which are under the supervision of directors during the summer months. This has been made possible by the help of the Youth Guidance Council. This group consists of one member of the City Council, one member from the Board of Education, one from the Police Department and four interested citizens who are appointed by City Manager Harold V. Reilly. The mayor and city council then approve his selection. The formation of the Youth Guidance Council is the result of legislation introduced by Senator David Van Alstyne in May, 1947. This act gave all New Jersey Municipalities the right to organize such a committee to develop effective programs for combating those influences which create anti-social tendencies in youth.

The Youth Guidance Council plans the programs and activities which do much to give young people wholesome recreation and fun. They provide the following activities: Baseball of Hackensack, Junior Miss baseball, Junior football and cheerleaders, Junior High School Interscholastic Invitation Basketball Tournament, Teen-Canteen, Rifle Club, Girls' Swimming Program in summer, Ice Skating in winter, Tennis Program, and during

(Continued on Next Page)

Hackensack Youth Day: Elected members of Council with their adult counter-parts make ready for the business of governing the city.



A banquet is held honoring the students who were elected as municipal officials for the one day. The Mayor and his Council also attend this banquet.





Hackensack (From Page 29)
the summer months the playground program teaches children music, arts and crafts, and archery.

Hackensack Youth Day

One of the high spots in the Youth Guidance Council work is the Hackensack Youth Day. This is a special day when the youth take over the government. This program is designed for high school seniors. A voting machine is loaned by the Bergen County Board of Elections and the students of the high school elect a "Mayor" and "Councilmen." The victorious candidates then appoint students to each branch of the city government. The day is culminated by a big banquet.

Juvenile Conference Committee

The City of Hackensack has also a Juvenile Conference Committee. This committee has three members which are appointed by the Judge of the Juvenile Court. One of the members is a principal of an elementary school, one is a clerk of the Juvenile Court, and the third is a member of the Hackensack Police Department

(which happens to be myself). The purpose of this committee is to relieve the Juvenile Court of many minor cases. This committee hears the cases, writes its report and recommendation to the Judge of the Juvenile Court.

Problem Incident Chart

In the offices of the Youth Division there hangs on the wall a giant map of the city. Every time a complaint is received, a black headed pin is placed in the location as near as possible to the home of the defendant. This map is watched very carefully by the members of the Youth Guidance Committee. When too many incidents appear in a location, plans are made to bring some special activity to the troubled area.

We are proud of the fact that our juvenile complaints are held to a minimum and for the past five-year period we have experienced a slight decrease. This is significant as we see the rise taking place in other parts of the country. It is an indication that our programs are having the desired effect.

END

Youngstown (From Page 28)
executive secretary, Charles Vimmerstedt, is a retired police lieutenant.

Another valuable assistance comes from Judge Henry P. Beckenbach and the Juvenile Court of Mahoning County. The court cooperates fully with us in all activities concerning juveniles.

Assistance is given by PTA groups who are the sponsors of trips to baseball games for the school safety patrols. The group encourages bureau members to attend various PTA meetings and speak on safety and other juvenile problems.

Schools offer great assistance. The Boards of Education of the public

and parochial schools have school safety committees who work directly with the Juvenile Bureau. The schools cooperate in the training of the school safety patrols and each school has a Safety Council which is a combination of civic and safety committees.

Dr. J. Fred Essig, superintendent of the Youngstown Public Schools, permits us to enter schools during class hours. We are the only members of the police force permitted to enter schools to question youngsters. However, the questioning is done discreetly and no one knows of the officer's visit except the principal and his staff. The juvenile is called from his room to the principal's office

where he is questioned.

In safety work, we visit each school at least once each semester and talk on safety and proper behaviour of children going to and from school. For this talk, the officer has a miniature traffic light manufactured by the General Fireproofing Co. at a cost of \$3,000 and donated to the bureau. With this light, the officer can explain traffic routes and the limitations set for pedestrians crossing streets.

We believe our organized program with reference to the no-arrest rule will provide our youth with an opportunity to reach adulthood and become useful citizens of our city.

END

APPLICATION FOR I.J.O.A. MEMBERSHIP

Robert M. Carnes, Treasurer
International Juvenile Officers' Assn.
311 State Street, Madison, Wisc.

☐ Enclosed is \$2.00.

☐ Enclosed is \$5.00 including
LAW AND ORDER

I hereby apply for membership in the International Juvenile Officers' Association

Name _____ Rank _____

Address _____

City _____ State _____

Department _____



Weapon-Wise

A Technical Report on Weapons for Law Enforcement



Marksmanship Part XI

David O. Moreton, Technical Editor

IN PART X of this marksmanship series, I introduced the topic of Double Action Shooting. This month we continue with this subject. As mentioned we are primarily concerned with the double action trigger pull as used in combat or defensive shooting from the hip and other positions, as exemplified by numerous variations of the famed FBI Practical Pistol Course.

Quick-draw, double action shooting is emergency defensive shooting from a crouched position, utilized at close range. As I have said, in such situations, time does not permit the defend-

ing officer to bring his gun up to eye level and carefully sight it. In a crouched combat position ability to hit a target comes only with considerable practice. Such practice enables the shooter to develop a trigger pull that is smooth and without hesitation. Jerking in double-action is just as disastrous as in single action target shooting. The trigger pull must be a steady pull, not in two stages or a series of jerks.

Exercise Necessary

Those familiar with the Practical Pistol Course know that shooting is done with both hands, strong and weak. Shooting with the left hand is possibly the most difficult and some form of physical conditioning should be undertaken to gain maximum effectiveness. Most of the top pistol shots have found out that it is important that they keep in good physical condition. All types of pistol shooting make use of a number of muscles that you do not normally use. It is important that these little-used muscles be built up and then kept in condition; doing so will do much toward making you a more proficient marksman.

How can this be done? In any number of ways.

One of the best ways of strengthening the hand and arm muscles is with the use of a grip exerciser. A grip exerciser carried in a patrol car or kept in the desk drawer can be used when standing at a traffic light, or when waiting, or listening on the telephone. Many troopers I know and with whom I have ridden, do this. An exerciser will tone the muscles and aid in



The medium grip exerciser can strengthen one's shooting hand thereby improving marksmanship.

developing that uniformity of pressure that is so important in a good grip. The picture shows a typical grip exerciser. This one came from Gil Hebard Guns of Knoxville, Illinois and cost 80 cents, postpaid (medium tension) and 90 cents for the heavy tension.

Other conditioning equipment is also good, but activity such as chopping (Continued on Next Page)



Note the position of the thumb alongside the frame in the single action grip.

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This holster is a Whitco original, developed to get rid of excess leather and straps. It is used chiefly by law enforcement officers who carry the

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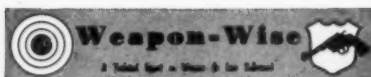
The NEW SNAP-DRAW ALL in ONE motion that releases the hammer strap and quickly frees the revolver for rapid draw. Ideal for law enforcement officers—the revolver is carried high for comfort and concealment but allows quick, easy access for snap-draw. Quality 9-10 oz. special oak-bark tanned leather, Nylon thread, protected with Neats foot oil. Each holster is in a clear-view heavy polyethylene bag with snap fastener for easy removal and replacement. The holster bag shows clearly which revolver the enclosed holster will accommodate.

Dealers — investigate the new Federal Man holster introductory offer — write to

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Frederick Maryland



For further information circle #24 on R. S. Card



(Continued from Page 31)

wood, walking, swimming and golf are helpful. Development of strong arms and legs is an absolute necessity.

While discussing the development of a stronger grip, it is a good idea to show the difference between the single action grip and the double action grip. Note that in picture number one the thumb is held high on the frame for single action shooting; now compare this grip with that shown in picture number two. See how the thumb is lower and around the grip.



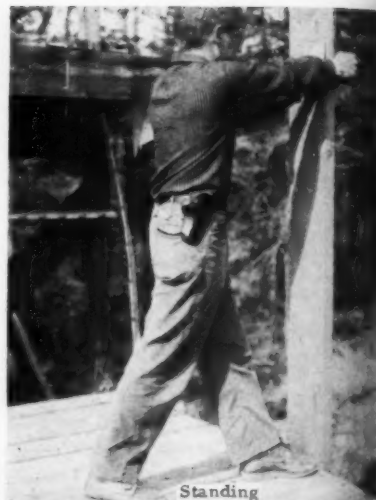
Note how the thumb is around the grip in the double action grip.

For quick-draw double action shooting the shooter draws his gun and shoots from the crouched position (see accompanying picture). Note the position of the feet, hands, shoulders and head. Once the correct position is found, practice is essential to develop the accuracy necessary for this type of shooting. **Warning!—Extreme care is called for when practicing with live ammunition and the use of wax bullets powered by the primer only is highly recommended.**

To make wax practice loads, proceed as follows: select unplated brass, check the cases as you would normally do when reloading. The flash holes in the primer pockets must next be made larger; for this I use a 3/32" drill. Drilling out the flash holes allows more of the power developed by the primer to propel the wax bullet. Next clean the cases with alcohol or carbon tetrachloride and color each case with brass black. This is a cold chemical which blue-blacks copper or brass, manufactured by the Birchwood Chemical Co., of Minneapolis 10, Minnesota. A two ounce bottle sells for \$1.50. Identification of brass with enlarged flash holes is a must, reloading brass so converted with a regular load can cause trouble with over ignition and resultant high pressure and poor accuracy.

A pound of wax such as that used in sealing jelly and jam jars or glasses retails at about nineteen cents a pound and is in a suitable cake form for cutting wads or wax bullets. Most large chain food stores carry such

(Continued on Page 34)



Standing



Hip Shooting



Kneeling



Sitting



Prone

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For further information circle #40 on R. S. Card

Weapon-Wise . . . (From Page 32)

waxes, or paraffin, under various brand names, Gulfwax, Para-wax, Essowax, etc. I have been using Gulfwax but all of them are suitable.

After coloring the cases black for identification, next cut your wax bullets or wads. Do this by pushing the case (unprimed) through or into the wax, mouth first, of course. After doing this the cases are primed. If you insert the primers in the colored cases before loading with the wax wad or bullet, the compressed air inside the case will push the wax right back out.

The series of pictures show the process of loading wax bullets as described above.

Another point to be careful about in double action hipshooting is your clothing. A loose floppy shirt has no place here, especially when you grab a handful when you start your draw.

Double action shooting finds the most use under combat conditions. There are some shooters advocating its use for match shooting, but they are very, very, definitely in the minority. Such double action shooting is aimed, not pointed as from the hip. In the Practical Pistol Course both types of double action shooting are used, pointed and aimed.

(Continued on Page 36)



Necessary raw materials: wax or paraffin, primers, empty brass, brass black, drill 3/32" dia., cotton swabs. Not shown: cleaning materials, rags and cleaning fluid, dies and tool.



Using the Lyman 710 tool and decapping die to remove used or old primers.



Drill flash holes using 3/32" drill.



Clean all cases with cleaning fluid.

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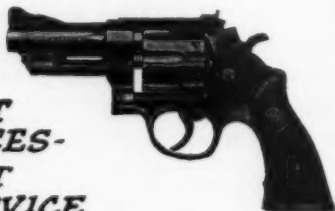
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Weapon-Wise . . . (From Page 34)

Photographs accompanying this article show the positions other than the crouch used in the Practical Pistol Course. Each of the five positions will be explained in detail in the installments that follow. In the course of firing the P.P.C. the shooter gets an opportunity to fire fifty rounds at a Colt silhouette target in the total time of six minutes and ten seconds. This allotted time covers ten shots fired from the seven yard line, double action from the hip, in twenty-five seconds. The remaining forty rounds are fired five in each of the following positions in five minutes and forty-five seconds. At sixty yards the shooter fires five rounds from the prone position, the gun being loaded with five rounds, the remaining thirty-five rounds are in the pocket.

The shooter reloads (in the prone position) with five rounds, holsters the gun and proceeds forward to the fifty yard line, where he assumes the sitting position, then draws his gun and fires five rounds, ejecting the empty cartridge cases as he swings around into a prone position. While prone, he reloads and fires the next five rounds. Five rounds are then fired from the standing position with the left hand and five rounds with the right hand from behind a barricade. The five rounds are

fired single action with the weak hand and double action with the strong hand. Advancing to the twenty-five yard line, five shots are fired kneeling, double action, and five shots are fired standing from behind a barricade, single action with the weak hand and five shots double action with the strong hand from behind the barricade.

In the next installment of this series we will take the next positions, discuss and illustrate the variations.

July's Weapon-Wise will be a report on the Federal Tear Gas Gun, Shells and Grenades.



Color cases to identify them, use solid color or bands.



Cut wax bullets from cakes of wax.



Seat new primers using the 710 tool and the primer seating die.

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6. Little recoil with the powerful police .38 special ammo because of the one piece all steel construction.
7. Ballistically more powerful than the standard 2" detective special revolvers as there is no gas pressure escape from a cylinder. Actually more powerful than the 4" bbl. Revolver by Chronograph tests.
8. Can be worn in a special spring wrist holster for maximum concealment.
9. Makes a wonderful "Off Duty" gun. All Officers of the Law should carry a weapon when not on duty. Avoids embarrassing situations in case of trouble.
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These officers are really satisfied with their guns. Many of them have told us that now that they have used them, they could not afford to be without this extra protection.



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For further information circle #54 on Readers Service Card

Letter of Testimony

gentlemen, Jan. 16, 1959

Reference is made to your shipment to me of one .38 Special Cal. Double Derringer under your invoice No. 27432. I want to thank you for your prompt handling of my order. I will also appreciate your sending me a price list of parts for this gun. Since I am something of a small arms expert and an army Ordnance Officer, you may be interested in my appraisal of this weapon. I had many misgivings about this weapon even after examining it. I had designed such a weapon based on the .41 bull dog as my calculations indicated that the like primer. I ran your weapon through a pretty thorough test. I started with just primed cases. Then with 2 grains of Bullseye powder behind 148 grain bullets. I then went up in half grain increments until I reached 4 grains of Bullseye loads. The gun performed perfectly in both barrels. No looseness developed even with the 4 grains of Bullseye which is a much better load than factory ammunition. Of course with factory ammunition it also functioned perfectly. I tested it for bullet penetration into southern pine against my very fine 4" barrel Smith and Wesson .38 special revolver. With all loads the penetration of pine by bullets fired from each gun with the same powder charge were equal. In other words this little derringer will give the same bullet velocity as the standard 4" barrel revolver. Even though the little gun has considerable kick, I did not find the recoil uncomfortable or objectionable. In fact I would like to have one designed for the .357 magnum ammunition. This little gun is without doubt the most powerful gun for its size and weight that has ever been built. Also because of its size and power, it is the best personal defense weapon that I have ever seen. The workmanship used in its manufacture does not come up to that used by Smith and Wesson, Colt and other manufacturers of fine guns, but this does not appear to affect the function of the weapon. I would be interested to know if the frame is a drop forging or a casting and what kind of steel is used in it.

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Questions and Answers

- Q:** "What is NPOAA?"
- A:** "A non profit association, organized and directed by professional policemen for the benefit of police officers."
- Q:** "What's the purpose of NPOAA?"
- A:** "It provides the only national association of its kind limiting membership to professional policemen. NPOAA's expert public relations program promotes the importance of the law enforcement profession—increases the police officers' prestige in his own community—is increasing public support for a just and standard pay for all police officers."
- Q:** "Do members receive benefits?"
- A:** "An unusual number! Benefits include a \$500 accidental death or dismemberment policy with 24 hour coverage, on or off duty, a nationwide membership card and decal for car that instantly identifies members as police officers, even when off duty, a free subscription to "Law And Order" magazine, an annual listing of U.S. Motels and Hotels giving a 10% discount to members."
- Q:** "Who is eligible to join?"
- A:** "Only full time, professional law enforcement officers employed by the U.S. Government, State, County or Municipality."
- Q:** "Is it expensive to join?"
- A:** "NO! Only \$5.00 a year; on an anniversary basis (Example, Oct. to Oct., etc.)"
- Q:** "How can I join?"
- A:** "Just fill out the application below and send it to us along with \$5.00 membership fee, by check, money order or currency."

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— MEMBERSHIP OATH —

I do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America. Further, that I have never engaged in disloyal or subversive activities against the United States of America. I fully understand that I must be a full-time law enforcement officer to be eligible for membership.

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by Lt. Edward A. Dieckmann, Sr. (Ret.)



Chapter VI: Dying Declarations and Murder Witnesses

IT IS ENTIRELY POSSIBLE that you could go through a dozen or more years as a homicide investigator and never have to take a dying declaration. But when one is taken, it very often becomes the center of the whole inquiry. It is a settled rule in most jurisdictions that dying declarations are only admissible in homicide cases, and only then with the statement being made when the victim realized that he was going to die.

Because there is the chance that any homicide squad member may be called upon to take such a statement, every one of them should familiarize himself—or herself—with the manner in which they must be obtained.

Each member should provide himself with a sample form, written out in his notebook. It is a very simple one. Look it up in a good book on the rules of evidence (Wigmore's is a dandy), and copy it down so you'll have it handy.

Here are some hints on dying declarations:

1. Would the deceased at the time of making the dying declaration be a **competent witness**? Delirious? Drugged, etc.?
2. Would the deceased have reason to **mislead** the officers?
3. Would the deceased have reason to implicate or place the blame on some innocent person for revenge?
4. Would the deceased make such a statement to **protect** someone else?
5. Was the deceased under the influence of drugs at the time he made the statement?
6. Could the statement of the deceased be misunderstood?
7. Did the deceased understand what he was saying?
8. Did the deceased **believe** that he was going to get well at the time the statement was made?
9. Did anyone inform the deceased that he was going to die?
10. Does the physical evidence in the case corroborate the statement of the deceased?
11. Does the physical evidence **negate** the statement of the deceased?
12. Is it possible that other physical evidence **may exist** which would affirm the statement of the deceased?
13. Was the dying declaration of the deceased based upon facts known to the deceased—and **not** on facts fed to him by some other person?

14. Was any person present who, later, became a suspect in the case?

Remember this: the **opinions** expressed by the deceased are not **admissible** in evidence but they may prove to be **very** important in conducting the investigation. The fact is, in order to be of value, although not admissible in evidence, a very close investigation must be conducted concerning things said by the deceased before he died, even hours before, or a day, or a week. Right here seems to be the proper place to recommend that you make Wigmore's *Principles of Judicial Proof* your bible. It is far from being a "dull" book. It is actually exciting to read, and it is bursting at the seams with "how to, and why" for homicide investigators.

Another thing to note carefully when taking a dying declaration is the mannerisms of the dying person, how he speaks, his mental attitude. Try to get at his motive for everything he says. Then, back-track, talk to people who know him well and ascertain how he reacted under **normal** conditions, his manner of speech **then** so that you can get a good picture of the person.

Another thing to keep in the forefront of your mind is the possibilities arising when a dying person **identifies** a suspect as **part of his dying declaration**, that is to say, if the suspect is brought into the room and confronted with the dying person, particularly if the suspect is a **stranger** to the subject.

Proceed with great caution in a case like this—innocent people have been convicted under such circumstances. Some have even been executed, and **then** the truth came out in some manner. It's as much your job to protect a person falsely charged as it is to convict one who is guilty. Many times the former course is the most difficult to steer. There are rocks and shoals all over the place—over-zealous prosecutor, public hysteria, etc., etc.

Professor Wigmore's book *Principles of Judicial Proof* was mentioned above. There are a few dozen others that really should be studied by a homicide investigator who is dedicated to his business. To name a few: *The American State Trials Series* the *Notable British Trials Series*; and *The Famous British Trials Series*. The last two named are excellent. An entire volume is devoted to each particular case, and they're mostly murder. They go through the whole affair, from the discovery of the crime to the verdict, and there isn't a dull word

anywhere along the line. The complete investigation is there—the detective's reports, the medical evidence, the prosecuting official's summation, the inquest proceedings, the trial itself including the speeches of the opposing lawyers, the details of an appeal, if made, and the answer to the appeal.

You can learn a lot about the pre-trial, and the trial, tactics of defense attorneys from these books. Attorneys all over the world study these books, particularly those who make a specialty of murder cases. They are constantly on the look out for tricks of their trade—and you must know the "enemy" if you're going to make a success of your job.

You'll find murder cases of every type among these books—murder for gain, for elimination purposes, sexual murders, murders with every motive under the sun. The actual record of the trial testimony is given in full, and right there you can learn so much about testimony, evidence, proof, **how to testify**, how to avoid the defense attorney's traps. Everything is there, written down with most of the five dollar words eliminated, in a form that is interesting, entertaining, informative, and the most practical course in homicide investigation available anywhere.

Don't neglect these books either: *A. B. C. of Criminology*, by Doctor Anita Muhl; *Criminal Investigation* by Hans Gross; *The Doctor Looks at Murder*, by Marten and Cross; *Some Persons Unknown*, by Rhodes; *Clues and Crime*, also by Rhodes; *Behind the Scenes of Murder*, by Joseph Catton; *Police Methods of Today and Tomorrow*, by Callan and Stephenson; *Circumstantial Evidence*, by William Wills (this one is an old book, printed in London in 1857, but everything in it is applicable in 1959—and will be so in 2059 as well. The full title is *An Essay on the Principles of Circumstantial Evidence, Illustrated by Numerous Cases*. You can probably dig one up via some used book store. By all means get a copy.)

Circumstantial evidence is a tricky business, but many times it is the heart and soul of a murder case. This subject will be discussed further in another chapter.

But, first, let's take a long hard look at the **eye witness**—the person you'll contact in your search for the circumstantial evidence. There'll be a bit more about the "eye witness" later.

Middle-aged people make, by far, the best witnesses. At this period of life, the man or woman possesses all the forces with which he has been endowed by nature. These qualities have reached their fullest development,

good and bad. Such a person's likes and dislikes are decisively formed. What such a person wants to perceive he can do and describe it excellently.

With very elderly people you'll be treading on dangerous ground. **Accurate perception of external objects** isn't good at all. **Watch this:** Their senses and faculties of observation are weakened but experience tells such a person by some sort of insight what his eyes do not catch and he adds that on to his testimony.

Very, very, dangerous stuff!

Children as witnesses must be handled with care. You can't beat a young boy for intelligent observation. Everything is new and startling to him and anything out of the ordinary, such as an auto wreck, a shooting, a stabbing, finds the kid at his best.

But there is **this** to consider: they love to attract attention to themselves and will nearly always go out of their way to do it.

As to why different witnesses to an accident or a crime tell various stories, it may be summed up that there are differences in the observing powers resulting from the differences in the natural qualities and the intellectual culture of the observer. Then there is another thing to think about. Were the witnesses examined properly by the investigating officer? Far too often witnesses are so badgered by questions that they will tell what they think the interrogator wishes to know.

There are police officers who have a built-in "guilty complex." By and large there aren't many of them, and that's a very good thing too! Such officers are dangerous. A man like that will pitch curves to obtain the testimony that will bolster his idea about what happened, and he is the rare type who will encourage witnesses—eye, ear, or character—to tell him the things he wants to build his case. Such a man will badger the witnesses, actually putting words into their mouths sometimes in an insidious, sneaky sort of way. One good thing to consider with regard to the "guilty complex" guy is that he doesn't last very long in an investigative organization.

In the questioning of witnesses, the investigator must be a cold-blooded individual. He must be free of any feeling of guilt or innocence and gather the facts from A to Izzard, tying them in without fear or favor. Remember, you're a fact finder. Get the facts, regardless of what they are, for or against, before you even begin to build a theory about what happened. Don't get "facts" out of witnesses to "fit" a theory you've built up about what has happened.

-News-

The Morris J. Rubin Pistol Trophies for Best Police Shots Announced

Morris J. Rubin, president, Ralston-Steel Corporation, Skokie, Illinois, announced at a dinner meeting of the officers and directors of the National Police Officers Association of America that he was making available to the members of the NPOAA a series of

trophies and certificate awards to promote sharpshooting among police officers throughout the United States.

Det. Frank J. Schira, president, NPOAA, in accepting the trophies to be used and supervised by the association, stated that this new program would help stimulate competition among some 250,000 police officers in the United States. Any member of the police association can register for the National Pistol Team and he will receive our official team emblem for his shooting jacket or shirt. A series of awards for marksmanship, and beauti-

ful trophies for annual competition, will be awarded each year.

In addressing the distinguished group of police officers present at the meeting, Mr. Rubin stated, "The pistol is a valued tool of the professional policeman. Like any other professional man he must have adequate practice and it is my hope that these awards will help stimulate even more interest in their weapons. I look forward to making the first award later in the year and am proud to be working in cooperation with such a distinguished organization."



National Police Officers Association of America

The Law Enforcement Digest

Gerald S. Arenberg
Executive Secretary

Firearms Control in the United States:

The Position of the National Police Officers Association of America
by Frank J. Schira, President

EVERY YEAR two opposing forces meet in the legislatures of our nation's states and in our capitol to ponder the question of firearms control. By control I mean the power to determine who shall have the right to purchase handguns and rifles. In turn, we are asked to state our position in the matter as a representative of thousands of law enforcement officers throughout the United States.

We have given the matter considerable thought. We have heard and read many views on the subject.

Some of the proposals are to restrict the purchase of handguns (such as revolvers) to police officers and such persons as licensed by the police department. The latter would involve a check into the character of each person making such a purchase and is intended to place firearms in the hands of good and honest citizens. In many cities and states such a system exists to one degree or another. The laws vary so much, however, that the citizen hesitates when he travels to another state to carry his firearm.

Another proposal is the registration of firearms (in some cities this is a voluntary program). This gives the police a record of the weapons purchased and to whom they were sold.

Advocates of stronger laws would abolish the right of citizens to have firearms at all and limit their use to police officers. On the other hand such organizations as the National Rifle Association advocate the right of the individual to "bear arms" as a guarantee of the Constitution. Others say that it's plain foolish to limit the use and purchase of firearms to policemen as a means to reduce violent deaths and accessibility of firearms to criminals. If a man wants a gun to use for a crime, a law against having a gun is not enough to deter him from its use or availability through underworld sources.

Without appearing to sit on a fence we feel that an American citizen of voting age and of good character should have the right to purchase without restriction a handgun, pistol, revolver, rifle, shotgun, or a like item without interference by a government body. A record of the purchased, the serial number, its intended use, and perhaps a test bullet from the weapon might be required for the police department as an aid in solving any crimes that might be traced to the firearm in the future. But to place the purchase of firearms in the hands of one official would give cause in some cases to abuse.

The history of our nation has been written by volunteer militia who relied on their own weapons. The professional soldiers are so few in number that of necessity they must depend on trained volunteers who are capable of handling firearms. Even today with the threat of gigantic H-Bombs, the knowledge that millions of firearms of all sizes are stored in homes throughout the United States might well discourage an aggressor from our shores. It would be the means of fighting back by the civilian population in time of war or invasion.

We have thousands upon thousands of gun clubs and sporting groups throughout the United States. These men and women in the last few years have strengthened their programs to teach gun safety to the youth of America. For every criminal that uses a gun to rob and kill, we have ten times that number of armed citizens who are able to assist the police in capturing these potential killers *because they are armed*.

Let's not tie red tape around the hammer of the handgun and restrict good men and women from owning firearms. We must keep American strong in every way and to take away the heritage of the "Minuteman" by such laws is foolish and an aid to the enemy we are fighting daily in our war against crime.

False Arrest Insurance

Of recent years great accent has been placed upon civil rights and new court rulings make it necessary for the police officer to be protected against a law suit involving a "false arrest."

It is not our intention to make a policeman so cautious that he does not perform his duty, but a law suit can be very costly and nerve racking. It is the right of a citizen to bring action in a civil suit against any officer for false arrest. Of course, the burden of proof rests upon the citizen and he must prove there was no reasonable or suspicious grounds for arrest.

As accidents are always possibilities, so is the false arrest suit. Protect yourself and be prepared against the unforeseen event. To provide for our members' protection we have offered—and still do offer a "False Arrest, Assault and Battery, False Imprisonment or Malicious Prosecution" policy. The limits are from \$5000 for any one arrest, \$25,000 any one incident, and \$50,000 for any one year period. There is a \$100 deductible clause (similar to auto insurance). The expenses include attorney fees and any settlement made on your behalf.

Members are urged to obtain one of

these policies or to have their department provide the coverage. The policy costs only \$10 a year.

Pen Pals Needed

Several British police officers located in England and in South Africa have written to our office seeking fellow police officers who would like to correspond.

Any member who might be interested should write our office so we can forward him more personal information. It is a very fine gesture of international goodwill and can be fun as well.



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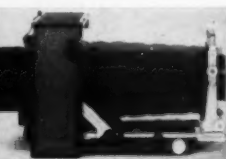


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The Century Graphic is a small version of the famous 4x5 Pacemaker Graphic. It's lightweight, compact and economical. Uses inexpensive $2\frac{1}{4} \times 3\frac{1}{4}$ film. Permits enlargements without loss of detail. Here are a few Century Graphic features of real benefit in law enforcement work:



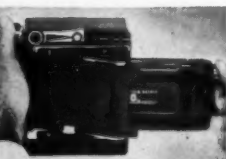
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The Camera Column

David O. Moreton



The Polaroid Land 4 x 5 Film Holder #500 and Polaroid Land 4 x 5 Film Packets, Professional Pan Types 52 and 53

TO THE AVERAGE PERSON in the United States the name Polaroid means one of two things,—sun glasses or picture-a-minute cameras. We are concerned with the latter in this instance. Public acceptance of this miracle of photography created an increased demand for better and faster films, more versatile films. These have been supplied with such films as Pola Pan 400 and Type 46. Type 46 is a special projection film designed to give the photographer black and white transparencies suitable for a special Polaroid projector or $2\frac{1}{2} \times 2\frac{1}{4}$ projectors.

The advent of this special film allowed the user to take a series of pictures of operations or situations and show them to an audience immediately. The film is exceptionally fast, with an ASA rating of 1000.

The development of a Polaroid accessory roll holder for use with 4 x 5 Speed Graphic cameras brought about the use of Polaroid film with cameras having a 4 x 5 format but the resultant print was still not 4 x 5. This adaptor is heavy and large and found only half-hearted acceptance with members of the press and the police profession. Industry, however, did make use of it for stationary installations and record oscilloscope patterns.

Late last year Polaroid announced two new 4 x 5 sheet films and a new film holder. The films are packaged in individual light-tight paper packets, which does away with the need for the conventional dark slide used in standard film holders. The paper packet serves two purposes, protecting the film prior to use and serving as a portable darkroom during the standard Polaroid processing.

The films available for use with the new 4 x 5 Polaroid film holder carry ASA exposure indexes of 200 daylight and 160 tungsten. The films are Type 52 and Type 53. Type 52 has a paper negative, like the standard Polaroid Land roll films, while Type 53 has an acetate base negative which can be saved for additional prints or enlargements when processed in the darkroom. More about the films later in this report.

To compare the new holder with the earlier accessory roll film holder would be extremely foolish as there is no comparison. The holder is the same thickness as the standard sheet film holders such as the Fidelity or Rite-way. Slipping it into and out of the spring back of the camera is done with the usual ease and speed, the only difference being the processing unit with the standard processing rollers on the right-hand side of the holder.

In operation the individual film packets are slipped into an ample loading lip and pushed into the holder with an even light pressure until the metal locking tab of the packet clicks into the locking lip of the film

holder. The film holder has a large lever on the right rear and it must be positioned so that the word "load" is visible. With the packet locked in position the outer or lightproof envelope is withdrawn leaving the film exposed in the picture taking position. This envelope projects out of the holder during exposure; after exposure it is slid back into the holder.

To process the exposed film within the packet the lever previously mentioned is flicked over (downward) so that the word "process" is visible. The lever in process position places spring tension upon the two stainless-steel processing rollers on either side of the packet and the entire film packet is pulled from the holder. In pulling the film packet from the film holder the two processing rollers rupture the developer pod and spread the developer jelly evenly over the exposed positive and negative. Once this is done the normal Polaroid 60-second development cycle begins inside the film packet. The action of the rollers in spreading the developer are illustrated in the accompanying three-part illustration.

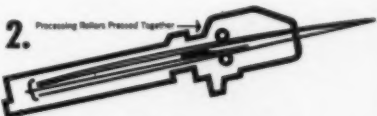
Once the 60-second development cycle is completed the negative and print are pulled from the packet envelope and then the negative and positive (the completed picture) are separated. The entire process occurs inside the film packet outside the camera. This of course means that you can shoot another picture as the first develops.

It is possible to shoot any number of pictures and process them at a later date. The Polaroid film holder has a very excellent structural feature providing for quick removal of exposed film packets without processing. This is accomplished by sliding the outer envelope back into the holder, leaving the processing lever in the load position, and pressing the small chrome release-lever on the back end of the film holder. This release lever frees the normally captive metal cap of the film packet so that the entire light-tight film packet may be removed without processing.

The ability to release and remove exposed film packets without processing permits shooting a series of pictures without delay or keeping track of processing times. It means that the procedure of coating and drying need not be done in the field



1. Negative ready for processing: After exposure, the envelope of the packet has been pushed back into the holder and caught by the metal cap to make a light tight packet ready for removal from camera. Rollers are then closed by lever on holder.



2. Negative ready for exposure: After entire packet is inserted in holder, the envelope of the packet is withdrawn to allow the negative to be exposed. A metal cap on the end of the packet holds the negative in place. Rollers are open at this point.



3. Developer being spread between negative and positive: As packet is pulled from holder, the closed rollers break the pod and spread the developer. After development time, packet is pulled apart and finished picture is lifted free.

where conditions may not be altogether perfect.

Type 52 and Type 53 Films
Film Speed: Daylight Rating 200 (ASA equivalent exposure index). Tungsten Rating 160.

Development Time: Development time is measured from the time the packet is pulled to process in the holder (with the holder processing arm in the "process" position). The standard development time is one minute at room temperature. Best results are obtained in the temperature range 60° F. to 90° F.

Contrast Control: Although standard development time is one minute, you can increase or decrease contrast by varying the length of development time from a minimum of

(Continued on Next Page)

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The Thousand Word Picture

by **Ptlm. Ives and Kirsch**
Bergenfield (N. J.) Police Dept.



In his effort to be helpful, this patrolman is doing a very unwise thing. What is your comment? Turn to page 54.

Camera Column. (From Page 45)

35 seconds to a maximum of 90 seconds at normal room temperature. The longer the development time the greater the contrast. Increased contrast will add density to the dark and intermediate tones, while retaining purity of the highlights. Lower contrast will produce softer prints with a longer intermediate gray scale. (Note: if the densities become non-uniform, the development time was too short for the temperature.)

Effect of Temperature: In general, the development time for normal contrast decreases as the temperature rises, and increases as the temperature drops. Development time for normal contrast is 35 seconds at 100° F.; 1 minute at room temperature; and 2 minutes at 45° F.

When developing in cold weather the highlights will be crisper; thus more care must be taken in making exposures for the highlight areas.

In general in cold weather, it is best to remove the exposed packet from the holder undeveloped and process at a later time when the packet has been warmed to higher temperature.

Coating: Pictures made with these films require immediate coating in order to preserve the delicate highlight renderings and to prevent change in tone. Once coated, the

prints are extremely durable and can be expected to withstand storage as well as conventional photographic images. Use one print coater for four 4x5 prints only. Three coaters are supplied with each box of twelve film packets.

Occasionally, you may have a print which has some moist yellowish spots on the surface as it separates from the negative. This is developer that has stuck to the print which should be removed immediately with the coater. Scrub the spots gently and push the material off the end of the print with the coater. Then finish coating.

Dry Completely: Ordinarily, prints will dry in a minute or two after coating, but when the weather is humid, it may take 5 minutes or more.

Protection: The safe way to handle and store coated prints is in the thin transparent acetate sleeves that are sold for protecting 4x5 negatives and color transparencies. Do not write on the back of the picture; you damage the print surface. Notes should be made on the tab, or on the acetate sleeve.

Size: The actual image area measures 3½" x 4½". When composing in ground glass, allow ¼" peripherally to compensate.

(Continued on Page 48)

90° PICTURE ANGLE



Clear area in picture above shows amount of complete scene obtained by a normal 45° angle shot.



Clear area in picture above shows amount of complete scene obtained by a wide angle (65°) shot.



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For further information circle #25 on R. S. Card

Camera Column . (From Page 46)

Latitude: Type 52 and 53 packets offer an exposure latitude of approximately 1 1/2 stops either side of "optimum" exposure. If you plan to vary shutter speed as a means of controlling exposures, it is suggested that you have your shutter checked throughout its range with a chronoscope type checker to assure a $\pm \frac{1}{4}$ of a stop shutter accuracy.

Filters: Type 52 and Type 53 Polaroid Land packets are panchromatic type B sensitization. Filter factors are as follows:

Wratten		Polariscreen	
Filters	#6 #8 #5 #11 #25 #29 #58 #47		
	K-1 K-2 G XI A F B C5		
Filter	2X 2X 3X 4X 8X 16X 8X 8X 4X		

Flash Guide Numbers: The guide numbers below are used to determine the lens opening for subject matter of average brightness. (Divide the guide number by the distance—in feet—of the lamp to the subject to get lens opening.) This guide is for standard polished reflectors.

Bulbs	No. 8	No. 5,25	No. 11,40	No. 2,22
Shutter speed (between the lens)				
1/25 seconds	180	300	370	450
1/50	180	280	330	400
1/100	170	240	290	350
1/200	140	180	220	260

As mentioned previously, the acetate base negatives of the Type 53 film may be reclaimed to be used just like a conventional film negative. In reprocessing Type 53 film, it is absolutely necessary to proceed exactly as follows. The more precise you are in following the instructions the more satisfactory the resulting negative. Laxness here can produce a negative with mottle in areas of medium-density tone.

1. Light must not reach negative if full density and best results are to be obtained. Separate the positive print from negative in dark-room not more than 55 seconds after packet is processed in holder at room temperature. Additional development time may begin to cause mottle in the negative.

2. Quickly (within 10 seconds, if

possible) remove metal cap and pod, and submerge negative immediately in tray of Kodalk solution (Kodalk, 30 grams; Water, 32 oz. This amount of solution will process two dozen or more negatives.) Delay in getting negative in Kodalk will begin to cause mottle. Rub the surface gently until it no longer feels slippery, which means the Land-process reagent layer has been removed. This usually can be done in less than a minute. If you wish to inspect the positive print before reprocessing, leave the negative in the Kodalk emulsion side up. Negatives can usually be left unattended in Kodalk for 10 minutes or so without causing mottle, and in extreme cases as long as one hour without serious mottle appearing. Always rub the surface until it is no longer slippery before taking step 3.

3. Transfer negative to a tray of Kodak D-8 Developer (undiluted) and develop for a minimum of four minutes at 68° F. Agitate constantly during the development.

4. Rinse in Stop Bath.

5. Fix in Hypo bath, agitate frequently.

6. Wash and dry in usual manner.

Under Step 2 above, the quantity of Kodalk solution indicated should be replaced after processing approximately 24 negatives. If Kodalk is not available, a solution of 30 grams of Sodium Carbonate in 32 ounces of water can be substituted.

For reclaiming of the Type 53 negatives, Polaroid has recommended three different developers, the first being S-101, followed by D-82 with added Bromide. The latter formula was rather an old one developed by Kodak giving maximum energy but with a very short useful life. The current formula Kodak D-8 is similar to the D-82 in that it makes use of Sodium Hydroxide or Caustic Soda which must be handled carefully. D-8 has the following recommended useful life in comparison to D-82.

(To be Cont. in July Camera Col.)

Formula	Keeping-properties Without Use				Useful Capacity	
	Gallon		Stoppered Bottle		8x10 sheets per gal.	Narrow and Deep Tank
Developers	Tray	Tank	Full	Half Full	Tray	Deep Tank
Kodak D-8	4 hrs	N.R.*	2 Mo	1 Mo	15	30
Kodak D-82	2 hrs	24 hrs	1 week	2 days	10	20

* N.R. not recommended.



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For further information circle #167 on Readers Service Card

CHIEFLY CHATTER

James A. DiLouie

Chief of Police, Trenton, N. J.

by Lee E. Lawder

IN THE YEAR OF 1911, a young man received his appointment to the Trenton Police Department. Because of his ability to read, write and speak Italian fluently, he was assigned to the second precinct. This was in the Chambersburg section of the city which was nearly 100% Italian. Many of those people spoke no English, and the new patrolman made himself particularly valuable as an interpreter.

Young DiLouie did much of his investigative work in plain clothes. The new patrolman made many friends—life-long friends who have helped him in many ways. Because of their trust and faith in him, he received vital information that helped him solve many a case—and in those days there were many violent crimes such as stab-bings and shootings.

World War I brought many changes to Trenton's population, and with the revision in the immigration laws, the foreign problem lessened. Consequently DiLouie was assigned in 1917 to work as a member of the vice squad which had been created to deal with problems caused by wartime conditions.

Soldiers from all over the United States were shipped to nearby Fort Dix to receive their basic training. Where there are camps and men, vice of all kinds becomes an ever-growing problem to law enforcement men. To aggravate the situation, the National Prohibition Act had to be enforced. In those hectic times, Patrolman DiLouie made numerous arrests of persons charged with prostitution, bootlegging, and operation of disorderly houses.

In 1920, he was promoted and assigned to the Detective Bureau. From that point on, his career in law enforcement is as exciting and fascinating as any TV thriller. He has handled practically every kind of crime including murder, writing of Blackhand letters, black-mail, atrocious assault and battery, larceny, hi-jacking, gambling, hold-ups, rackets, international thieves, confidence men, and almost every other known type of criminal action. Two assignments that received national recognition were the Lindbergh kidnapping case and the kidnapping of Paul Wendel.

His colorful career reached its peak in 1953 when he became Chief of Police.

He is now seventy years old. Old? That certainly is not the word to describe him. He stands straight, and as one looks at his gray hair, the thought "I hope I will look half as good when I'm seventy" comes to mind. He is alert, quick-witted, and there is a hint of quiet forcefulness in spite of his dapper appearance. The 30th of



this month (June) he will step into retirement. His many friends honored him by a testimonial dinner held on May 31st.

We could devote much of this article to his past experiences, for instance, his attendance at the United States Chemical Warfare College in Maryland where he passed all the examinations qualifying him as an "expert" in the fields of gas defense and explosives.

However, we made the trip to Trenton with two thoughts in mind. First, we wanted to interview a man who has spent the past forty-eight years of his life in law enforcement; and second, to find out if there is much difference between being Chief of a capitol city and any ordinary city.

"Yes," the Chief said, "I think there is quite a difference. The city is clean. Gambling on a local level is kept at a minimum and there are no organized rackets. We have a good sized transient population consisting of senators, members of the state assembly, the staffs of many state governmental agencies and judges of the Supreme Court of New Jersey. If any one of those people sees something, or even hears something they think is wrong, a letter appears on my desk at once—and we must investigate right away."

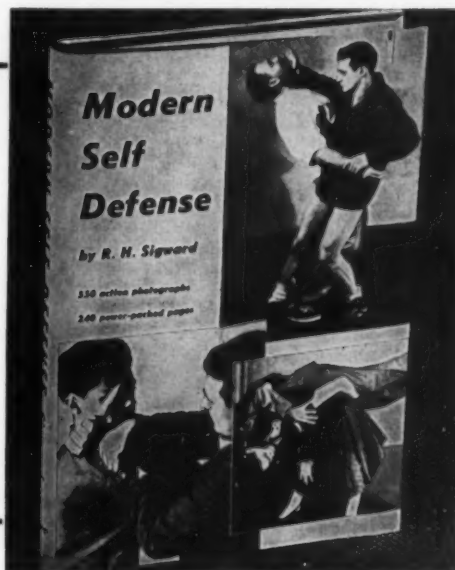
There are several facts about the City that we found very interesting. When the Chief joined the department, its strength was 129 men. Today's strength is 282 men. Through the years the population has remained constant with variations remaining only in the hundreds.

Trenton, in spite of being the capitol city of New Jersey, is in the center of truck farming country. As a matter of fact, the King Farm is the largest of its kind in the East. The truck farms use a tremendous number of migratory workers, and in season much of the help comes from the south. These workers are often a source of trouble to the police. In most cases they are paid on a

(Continued on Page 53)

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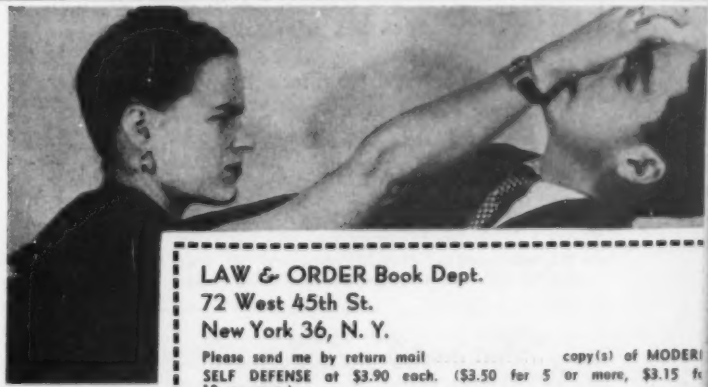
attacks against mugging and strangling, revolver disarming and many other important tactics to defend against attacks.

AN "ON THE BEAT" TEXT

The pictures and teaching text for *Modern Self Defense* appeared in *LAW AND ORDER*, a national magazine for police, as a monthly inservice training feature.

The author, Mr. R. H. Sigward, is an international teacher of the art. In addition to his Sports Academy in New York City, he has taught in many cities. During World War II he was assigned to the U. S. Air Force Military Police to supervise instruction of personnel in self defense.

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Highways Go Electronic



ELECTRONICS, long considered to be only a medium for communications—and certainly the most flexible, economical and reliable for two-way contact—is now winning laurels in another arena—radio traffic control.

Enthusiasm for the wireless technique is running high because of the unusual efficiency possible, and the minimized installation and maintenance costs. No longer need one be concerned with overhead wiring damage due to wind, ice loading and falling trees, and the nettling problems incurred when underground cabling must be replaced because of breakage during street repair and construction. Elec-

tronic systems are immune to these hazards. A variety of novel systems have been evolved for local and neighboring road operation.

One control link (General Electric) uses a mobile transmitter as a basic unit to transmit a carrier signal, frequency-modulated with several audio tones—as many as six; the transmitter is then modulated by a device known as a master tone translator. This device receives instructions from master controllers—central depots set up to control light cycles. The designers say that one master translator can accept commands in any sequence and in any number totaling up to about 90

—as traffic-light functions for storage—which can then be transmitted in accordance with a predetermined timing schedule without any confusion at intersections.

Near each traffic light is a receiving and tone-translator box adjusted to correspond to assorted pairs of tones, and to reject as noise any other tones sent out for other traffic purposes. Each tone translator contains relays activated by specific pairs of tones. In two-tone combinations, five separate tones can be used to trigger ten traffic light operations; six can be used for fifteen functions.

Heart of the control is a circuit which permits pairing of the audio tones. Combinations can be set up to correspond to a single traffic-light function which might involve selection of a changing cycle, staggered timing of different signals so that a vehicle can meet continuously green lights as it proceeds at a fixed speed, flashing warning lights, or a complete shutdown, if required.

In another approach (Motorola) designers have built into one central control tower, a master program clock, coder, display panel and transmitter. Once again, tone signals are used to actuate receiver-decoder apparatus at traffic light intersections. These decoders operate through existing traffic-light controllers employed to time traffic lights.

Actually, the radio link is nothing

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more than an electronic addition to existing locally operating traffic controllers. Through this mode of design, the master station retains full selection of existing traffic-control functions and facilities.

The tone-code system is quite versatile—more so than the standard cables which normally operate on the principle of voltage control, making it necessary to use separate lines for every function, such as turn-on or turn-off.

The coder used in the central-station equipment operates as a slave to the master program clock, producing audio-frequency tone pulses in any combination the clock requires.

In the process of selecting a specific traffic light, two brief separate tone pulses are generated by the coder; each pulse includes a pair of audio tones for simultaneous transmission. The coder is also used to select a function. This time, another brief two-tone pulse is sent out. Each transmitter program consists of three pair of tones; each pulse lasts about $\frac{1}{4}$ second between pulses. The program is actually a message designed to select a particular traffic light and indicate which timing dial or offset delay is required. The offsets, which are preset time (or phasing) delays in the zero setting of each timing dial, are used basically to time traffic lights of successive intersections to favor the flow of traffic at a particular speed. Usually, there are three offsets, for every dial, affording nine possible combinations for a traffic light. Radio control enables the central station to select nine settings at any light and at any time.

A weather-proof cabinet, mounted on a traffic-light post, houses a specially-developed 952-960 megacycle FM receiver—using a small parabolic antenna—in which is included a decoder featuring resonant reeds. These reeds, technically mechanical resonators, respond to specific audio tones in the incoming signal. In turn, the reeds energize relays which operate the functions selected in the traffic-light controller.

These ingenious electronic developments are rapidly being endorsed by a growing number of communities as a solution to their mounting traffic problems.

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For further information circle #21 on Readers Service Card

Chiefly Chatter (From Page 50)
day-to-day basis. Any "larger" sum might "remove" their desire to work until they ran out of money.

Chief DiLouie still has many friends from his early days as a young patrolman. The Chief laughingly told us that he sometimes has as many as four or five old friends drop in each month to have a ticket "fixed." They are mostly for overtime parking and the fine is two dollars. In the State of New Jersey, the American Bar Association Traffic Ticket is used. Everyone familiar with this ticket knows that once it has been issued, it cannot be killed. Rather than try to explain that he can do nothing about it, he takes the ticket and pays the fine

out of his own pocket.

"Well—what are you going to do now?" we asked. He certainly does not look like a rocking chair man. "I have several attractive offers," he said, "but, my wife wants me to take it easy." Chief DiLouie has two grandchildren and one suspects he will give them a little of his new-found time.

He is a member of the New Jersey State Association of Chiefs of Police and the International Association of Chiefs of Police.

Chief DiLouie is the oldest active member of the New Jersey PBA Local #11, and is the oldest police officer in the State of New Jersey (in point of service).

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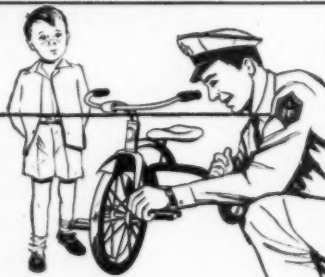
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For further information circle #108 on Readers Service Card



(Continued from Page 3)

- Q. What are some other names for attorneys?
- A. Lawyer, Barrister, Counselor and Counsel.
- Q. If a lawyer does not live up to the ethics of the profession, what can happen to him?
- A. He may be disbarred and forbidden to further practice at the Bar of any county.
- Q. What are the duties of a lawyer?
- A. To represent the interests of his client, to advise him as to his procedure, to keep confidential all matters relative to his client. He also has the right to interview his client and to represent him all the time.
- Q. Can a defendant refuse the services of a lawyer?
- A. Yes, if he so sees fit, he may act as his own attorney. If he has no money to pay for an attorney, the court will appoint one who will serve without pay. In cases of murder where a defendant is so destitute, the court will appoint not more than two attorneys and will pay them a reasonable fee for their services, not to exceed \$200.00 each.
- Q. Is a Judge necessarily an attorney?
- A. Other than an Associate Judge, they are all supposed to be learned in law.

ARSON DEFINED

- Q. Define Arson.
- A. Arson is the wilful or malicious burning of property, either real or personal.
- Q. What is the difference between Arson and Attempted Arson?
- A. If there is any blaze, however slight, and damage to property is done, it is Arson. The arranging of materials and the preparation for the crime of Arson, although no blaze has been caused, is Attempted Arson.
- Q. What is a person called who gets a thrill by setting fire to buildings, etc.?
- A. Pyromaniac or Firebug.
- Q. A person sets fire to a house and kills a child. What is the charge?
- A. Murder and Arson.
- Q. What do you mean by "Incendiary"?
- A. Pertaining to the malicious setting of fire to a property.

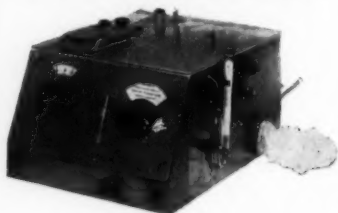
Word Picture . . . (From Page 46)

In accident cases it is always good policy not to move the injured unless absolutely necessary until a qualified medical man arrives on the scene. One never knows the extent of internal injuries, and to move the victim might cause internal hemorrhages and do much harm.

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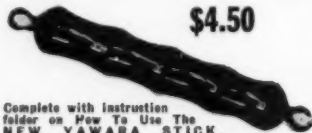
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For further information circle #275 on R. S. Card

"According to Law..."

Edited by Judge Irving B. Zeichner
Law Editor

Letter By Irate Citizen

Defendant was the recipient of an overtime parking ticket in College Park, Maryland. He wrote a letter to the Mayor and others, which read in part:

"As nearly as I can determine, your tinhorn cop sits in nearby concealment sipping beer until he sees a car parked over 12 min. at a defective meter (and who can buy a week's supply of groceries in 12 min.), then sneaks over, places a ticket on the car and then hustles back to his beer. I can smell skunk perfume a long way, and this definitely smells like a racket, whether to raise money for the police, or to divert trade to shopping center across Baltimore Blvd. In either case, the situation stinks."

Sued for libel by the policeman in question, the defendant maintained that the letter should be regarded as humorous rather than libellous.

The Court of Appeals of Maryland held that the letter was libellous per se in that it tends to expose the policeman to public scorn, hatred, contempt and ridicule, and that it charges him with conduct which would make him unfit to discharge, faithfully and correctly, his duties as a policeman.

"The word 'racket,' when used as it was here, is particularly opprobrious and aspersive. It connotes the raising of money by illegal means or the terrorizing of legitimate business in order to raise money illegally. To impute such conduct to a police officer, whose duty it is to uphold the majesty of the law, is a charge of such gravity that, if true, it would disqualify him for the employment in which he was engaged. It, also, places him in a position which holds him up to hatred and contempt."

Arrest and Search— Bookmaking

Entering a public tavern known as Lloyd's Tap, Robert Bales, a State investigator, went down into the basement of the premises where he saw several persons sitting around a table with racing forms in front of them. He placed a \$10 bet on a certain horse. Defendant made a record of this on a sheet which was a part of what is commonly called the "book" in which a record is kept of all bets and all money taken in and paid out.

Bales then went to the police station where he signed a complaint for

a search warrant. He returned to the tavern and placed another bet with the defendant. Defendant did not have time to record this bet because the chief of police arrived with a warrant while he was in the process of doing so. Defendant dropped the pencil he was using.

The police chief testified at the trial that on his arrival he saw the racing forms, scratch sheets, and some currency on the table and saw Bales in the process of placing a bet with the defendant. He then confiscated the various items and arrested the defendant.

Convicted for the crime of book-making, the defendant appealed on the ground that the verified complaint for the search warrant was defective. He maintained that the search was illegal and the seized articles improperly admitted in evidence.

The Supreme Court of Illinois affirmed the judgment and held that a valid arrest may be made by an officer or a private person for a criminal offense committed or attempted in his presence.

"It is apparent from the testimony that when the police chief entered the premises the criminal offense of keeping a book for the registration of bets was being committed in his presence. He therefore had a right to arrest defendant without a warrant and, having arrested him, had a right to search the immediate premises and the defendant's person and seize any evidence which was found on that search.

"Since the articles in question were properly obtained as an incident to defendant's arrest it follows that they were properly admitted in evidence, regardless of whether the search warrant was in proper form."

Police Protection

Arnold Schuster supplied information to the New York City Police Department which lead to the arrest of Willie Sutton, a fugitive from justice of national reputation. He had recognized Sutton from an F.B.I. flyer that had been posted in his father's store.

Schuster immediately received communications threatening his life. Three weeks after notifying the police of the threats, he was killed.

Suit was brought by Schuster's estate against the City of New York. The action was not based on any abso-



lute liability claimed to exist on the part of the city, but upon its alleged failure to use ordinary or reasonable care for his security.

The Court of Appeals of New York denied a motion by the city to dismiss the complaint. It stated that the government was not merely passive but active in calling upon the citizen for help.

"The single issue now presented is whether a municipality is under any duty to exercise reasonable care for the protection of a person in Schuster's situation. Predictions of dire financial consequences to municipalities are waved in our faces if Schuster's estate is allowed to recover for his death. An array of authorities is cited on the proposition that there is no liability to the general public from failure of police or fire protection. One might think that the floodgates of liability have been opened in negligence and compensation cases against municipalities and other defendants where the liability is less clear than

it is under the allegations of this complaint. In our view the public (acting in this instance through the City of New York) owes a special duty to use reasonable care for the protection of persons who have collaborated with it in the arrest or prosecution of criminals, once it reasonably appears that they are in danger due to their collaboration. If it were otherwise, it might well become difficult to convince the citizen to aid and co-operate with the law enforcement officers. To uphold such a liability does not mean that municipalities are called upon to answer in damages for every loss caused by outlaws or by fire. Such a duty to Schuster bespeaks no obligation enforceable in the courts to exercise the police powers of government for the protection of every member of the general public. Nevertheless, where persons actually have aided in the apprehension or prosecution of enemies of society under the criminal law, a reciprocal duty arises on the part of society to use reasonable care for their police protection, at least where reasonably demanded or sought. Such a duty would be performed by the regular organs of government, in this instance, by the City of New York. The duty of everyone to aid in the enforcement of the law, which is as old as history, begets an answering duty on the part of government, under the circumstances of contemporary life, reasonably to protect those who have come to its assistance in this manner."

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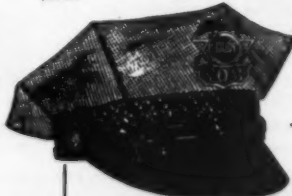
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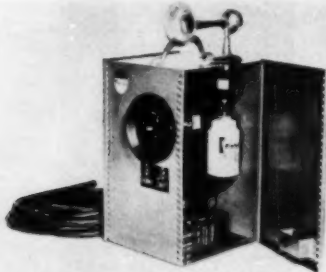
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For further information circle #115 on Readers Service Card

Traffic Flasher Alarm



Double protection is now offered those working at the scene of a highway accident. The Traffic Flasher Alarm, being introduced by the **Falcon Alarm Co., Inc.**, 243 Broad St., Summit, N. J., combines a flashing red warning light with a loud warning horn. Should a car override the light, it would run over an air hose placed ahead of the closed lane. This would trigger the horn. The loud blast of the horn not only warns the driver of impending danger, but warns the workers to get out of the way.

The unit is contained in a compact, durably constructed, waterproof case approximately 10 x 10 x 15 inches. The horn, powered by replaceable cans of Freon, is mounted on top of the box which houses the light. The lantern is powered by a standard battery. A separate compartment contains the air hose and extension wire. Exterior toggle switches allow independent operation of the horn and the light.

For further information, circle #381 on the Readers Service Card.

Meter Bag



Chief Walter Weir, of Duquesne, Pa., has designed and is making available a polyethylene meter bag. This bag has a number of advantages. Made of white polyethylene with red printing, it is waterproof and cannot be harmed by the elements. Its light weight makes it easy to carry a number of them in a patrol car. In addition to its normal use as a hood for parking meters, it can be used to control parking by being tacked on wooden poles or trees, or by being attached to metal poles and brick walls by masking tape. The price ranges from 15c to 8c per bag, depending upon the quantity purchased. For further information, circle #377 on Readers Service Card.

Traffic Wand

A new polyethylene wand has been designed to increase the efficiency of traffic control at night. This wand, available from **Bright Star Industries**, 600 Getty Avenue, Clifton, N. J., measures 6½ inches and is unbreakable. The Fresnel optical design provides even distribution of the light assuring long range visibility, and a removable cap allows use with a prefocused beam without removing the wand from the flashlight. The wand is attached to a heavy duty flashlight by means of an oversized lens cap. For further information, circle #382 on the Readers Service Card.



Parking Meter



The Rockwell M-1 parking meter, introduced by **The Dual Parking Meter Company**, 400 N. Lexington Ave., Pittsburgh 8, Pa., has been engineered for lower maintenance and operating costs. The riveted "permanent adjustment" coin handling mechanism eliminates repeated adjusting. Other features include: enclosed premium clock movement; greater visibility of violation flag; greater accessibility making removal of bent coins, etc., a simple operation; and an instant trouble signal. The "gravity-drop" coin insertion method discourages tampering.

The single slot will accept coins and tokens of varying sizes. A pickup pawl measures the coin diameter and engages the flag at the proper time. The meter handle cannot drop back until turned all the way, thus engaging the timing mechanism. For further information, circle #380 on the Readers Service Card.



Illustrated caps are: Regulation Po., Me., State Police — show black leather crown.

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WRITE FOR FEDERAL BULLETIN #351, it describes the JUNIOR and other famous Beacon Rays.

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Secode cryptographic signaling uses a code sender and dial at the base station. The dispatcher dials a code corresponding to any one of 31 pre-coded messages. The unit involved can either call in for the address, or it can be broadcast by voice to him.

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A decoder and 31-message indicator are conveniently mounted in the mobile unit. The message dialed by the dispatcher is indicated by an arrangement of 5 lights on the indicator. Code card on the dash immediately identifies the light pattern with the corresponding message.

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With the CRY-31 accessory, the dispatcher merely dials desired car or group, then the desired message. Or, the message can be dialed automatically.

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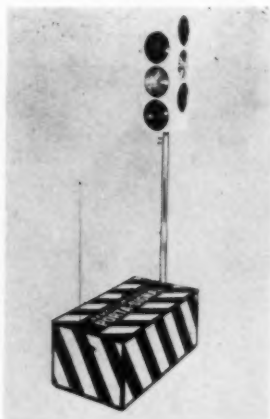
For further information circle #256 on R. S. Card

LAW AND
ORDER

POLICE EQUIPMENT NEWS

LAW AND
ORDER

Portable Traffic Signal



The Porta-Signal Division of Dryomatic Corporation, 806 N. Fairfax Street, Alexandria, Va., announces a new portable traffic signal which is radio controlled. Porta-Signal is self-contained in a compact aluminum case which acts as a base during operation. The signal head extends to a height of ten feet and is equipped with standard sun-proof lenses. Signals may be controlled automatically or manually, or set for caution flashing. Radio control at distances of several hundred feet is provided by a seven ounce pocket-sized transmitter.

Being battery powered, it is independent of existing facilities and is particularly useful in remote areas or during emergencies when power is not available. For further information,

write the manufacturer, or circle #386 on the Readers Service Card.

Revolving Beacon Light



Expressly designed for continuous or frequent use under the most severe weather and vehicle-vibration conditions, the "RAR" Beacon Light is a low-cost unit now announced by Carpenter Mfg. Co., Somerville, Mass. The 50-candlepower bulb remains stationary, while the large 6" parabolic reflector turns at 70-80 rpm. The glass lens is rubber-cushion mounted in an aluminum housing. The lenses are available in red, blue, amber, or a combination. The unit uses voltages of 6, 12, 28, 32 D.C., as well as 115 volts A.C., and stands 8 3/4" high. For further information, circle #379 on the Readers Service Card.

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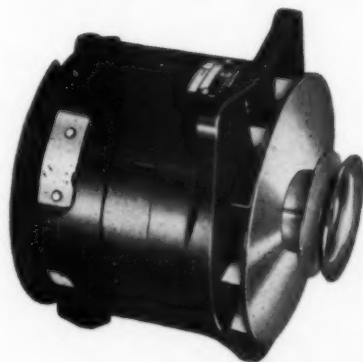
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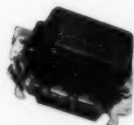
For further information circle #186 on Readers Service Card

Law and Order

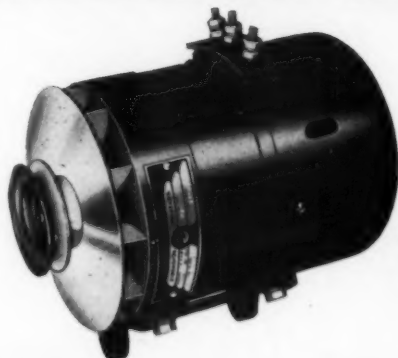
TWO NEW LEECE-NEVILLE



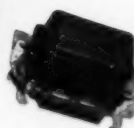
New Standard Type No. A001-2002AA—60 Amp rating, 19 lbs.



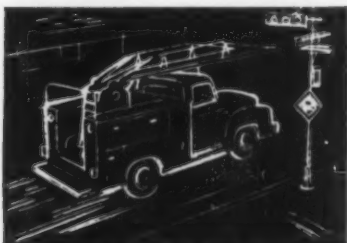
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New Heavy-Duty Type No. A001-2000AA—60, 100, and 125 Amp ratings, 32 lbs.



Idle current increased 42% to 27 Amps (over previous Std. System).



60-Amp current at city speeds—an increase of 20%.



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For further information circle #69 on R. S. Card

— Letters —

EDITOR'S NOTE: Here is a letter that has an interesting idea for men whose hair is getting sparse on top. And, of course, for those who have no hair.

Dear Sir:

I was just reading your April issue of LAW AND ORDER. We get it at the station every month and it is hard to get hold of it, because everyone wants to read it first.

I have a little item I would like to pass along to some other policemen. With summer and hot weather coming, the policeman that has a beat or duty in the sun—beaches, parks, etc.—is faced with the problem of a hot head. Some of us wear white or blue ventilated hats, mostly white to keep our heads cool. Many men get a sunburn from these hats while wearing them in the sun. Last summer I found a way to overcome this.

First, take the ring out of the top of the hat and place it on a piece of aluminum foil. Cut the foil one inch larger than the outside of the ring. Carefully fold the foil over the ring, but try not to get the foil too tight. Take the top from the frame and put the foil and the ring in the top. Replace the top on the frame. Now you are ready for the hottest day's sun. I hope this idea will be of help to others.

Sincerely,
Officer Leon M. Parmenter
Plainville, Mass.

LAW
AND
ORDER

POLICE EQUIPMENT NEWS

LAW
AND
ORDER

Businessmen Give an Assist

by Richard W. Inman

POLICE CHIEF Donald F. Curran, of Aurora, Illinois, is a man of direct action. Unable to secure a departmental appropriation for a polygraph, he called a meeting of local businessmen to explain the need for a lie detector and to ask if they could raise a voluntary fund for purchase of equipment and for the training of one of their own police as an interrogator.

Chief Curran said the machine will be a valuable asset to the police department and the local community, saving many hours of investigation, and producing the solution of many local crimes. When the Aurora department needed to use a lie detector in the past, it was necessary to take prisoners to the crime laboratory in Chicago.

Better Enforcement

It was explained how local employers would benefit with a polygraph and trained investigator available at all times right in Aurora. Then it would be possible to employ the lie detector for investigation of countless crimes that were costly to the business community, such as theft, embezzlement, property damage and others where circumstances in the past had not permitted taking the suspect to Chicago for polygraph interrogation.

Another aspect to the value of a lie detector is the crime deterrent effect it may have on the community. Police equipped with a polygraph more often get straighter stories and confessions are frequently volunteered when the suspect is asked to face a lie detector to test his statements.

As a result of the meeting, local

employers contributed a total of \$2,146, sufficient to buy all the equipment and training requested by Chief Curran.

Sergeant Lester H. Leifheit, of the Aurora Bureau of Identification, was selected to attend the Keeler Polygraph Institute of Chicago. His tuition and all expenses were paid out of the polygraph fund. Sergeant Leifheit completed the full six week course with a 92 average.

Since part of the funds for the lie detector came from out-of-town industries, police chiefs of the Fox River Valley towns will be able to bring suspects to Aurora and utilize the Keeler Polygraph.

Modern Equipment

Police Chief Curran ordered the latest Keeler Polygraph, Model 6303. In order to secure maximum effectiveness from their polygraph, an interrogation room was built and equipped with special furniture developed by Associated Research, Inc., builders of the Keeler Polygraph. This furniture included a desk for the interrogator with the polygraph mounted flush with the top of the desk, permitting the simultaneous observation of the suspect and the three recording pens. Matching subject's and examiner's chairs were also installed to complete the professional appearance.

Because of the widespread voluntary support, the Aurora Police Department held an "open house" for all interested parties. Invitations were sent to contributors, area law enforcement agencies, the press, prominent citizens, and officials to inspect the polygraph and its modern installation. **END**

Sergeant Lester H. Leifheit, Bureau of Identification, Aurora Police Department (left) discusses a Keeler Polygraph chart with Chief Donald F. Curran.



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For further information circle #116 on Readers Service Card





Suspect Documents. by Wilson R. Harrison, Frederick A. Praeger, Publishers, 15 West 47th St., New York 36, N. Y. 583 pages, \$15.

Here is a most complete textbook on the subject of Questioned Documents. The author states that it is based on the practical experience he has acquired during the past twenty-four years in dealing with nearly seven thousand cases involving everything from murder to anonymous letters. Mr. Harrison is the Director of the Home Office Forensic Science Laboratory, Llanishen, Cardiff.

Many kinds of documents such as legal papers, ransom notes, blackmail and extortion letters, anonymous tips and the like, become the concern of the police. It is not likely that every department has a "handwriting expert" available, nor a laboratory man nearby to tell the kind of paper or the manufacturer of the ink which is part of the evidence. This book is a handy reference for an investigating officer or legal adviser.

Starting with the basic materials from which documents are made, the author gives an accurate thumbnail description of the manufacturing of paper, its rag content or woodpulp. He includes carbon paper and safety paper. His next step is a thorough discussion of inks.

After these basic items are covered, the step-by-step business of finding information from the document itself

begins. A chapter entitled "The Preliminary Examination" sets the stage for the balance of the book.

Some of the subjects covered are: handwriting, recognition of disguise, signatures, typewriting, the care, preservation and cleaning of documents, the use of instruments in courts and a host of other related subjects.

The author has been trained as a physical chemist and is of the opinion that what cannot be demonstrated is not evidence. In almost every country there are "handwriting experts" or "graphologists" who express their opinions. Many times two "experts" have directly opposite opinions. By the scientific examination of documents, facts, not opinions, can be presented.

A statement from Mr. Harrison in his preface reads, "The objects of the book are to give an up-to-date account of the materials which will make up a document, to describe the analysis to which the examiner subjects the document referred to him and by so doing inform and guide the many police officers and members of the legal profession who have to deal with documents suspected to be false, or whose authorship they wish to determine." This reviewer would place the stamp "mission accomplished" on *Suspect Documents*.

L. E. Lawder

Without Fear, Favour or Affection, by Vernon A. M. Kemp, Longmans, Green & Co., Inc., 119 West 40th Street, New York 18, N. Y., Publishers, Pp. 264, \$4.50.

IS THE WORK of the Royal Canadian Mounted Police as glamorous and legendary as the movies and fiction would have us believe? Have the Mounties always been held in the high

esteem that is theirs today? The author of "Without Fear, Favour or Affection" tells us the answers to these questions as only an "insider" could.

Vernon Kemp joined the Royal Canadian Mounted Police as a stenographer in 1910 (although he admits that he had only a nodding acquaintance with shorthand). At that time the Mounties were relatively unknown since they had jurisdiction only in the Provinces of Saskatchewan and Alberta and in the Yukon and North West Territories.

The author traces the history and growth of the Mounties, tells with warmth and unexpected flashes of humor the joys as well as the trials and tribulations of the early days when each man was a colorful individual. He also tells of the frustrations and disappointments during the period around World War I when the Mounties suffered setback after setback. These are told as facts, plain and unvarnished, without heat or anger. It is a tribute to the men who commanded the Mounties, as well as to the integrity of the men themselves, that the Mounties not only survived this period, but are now one of the most respected police units in the world.

The work of the Royal Canadian Mounted Police covers many facets—some quite colorful and exciting, some quite dull and boring. The author has served in many different phases of the work. He gives us glimpses of what it is like to serve in the western Arctic and his description of life with the Eskimos is a masterpiece of understatement. However, we suggest you don't read it immediately after a heavy meal. The author reveals what it is like to handle the administrative work; and what it is like to provide protection for royalty and heads of state with a Force that, according to American and British standards, is appallingly inadequate in manpower. This lack of strength has caused many problems, but the solutions have been both interesting and ingenious.

"Without Fear, Favour or Affection" is written as an autobiography simply to provide continuity to the various events, and to introduce the various people who have played such a part in the history of the Mounties. The personal details outlining the author's progression from Constable to Assistant Commissioner add authenticity, humor and warmth.

For those of our readers who are interested in police work outside our borders, or who would like to know the "real" story of the legendary Mounties, this book is highly recommended. It is both informative and entertaining.

D. Fagerstrom

Law and Order

IDENTIFICATION BUREAU EQUIPMENT

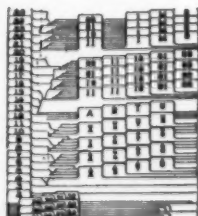
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For further information circle #287 on Readers Service Card

Plastic Laminating Machine



A new desk-top plastic laminating machine, appearing in law enforcement agencies across the country, seems destined to become as much a fixture in these offices as the police blotter and typewriter.

The unit, the APECO Ply-On Laminator, made by the American Photocopy Equipment Company, Evanston, Illinois, preserves important papers by encasing them in thin layers of pliable plastic film. The process fuses the clear plastic to one or both sides of an original document in a matter of seconds.

The versatility of the Laminator is indicated by the number of uses its customers are finding for it. Such frequently handled material as fingerprint cards and criminal records, "mug" books, reference material, bulletins and administrative records are kept permanently fresh and clean. Running these documents through the Laminator also effectively prevents their being tampered with or altered.

"The wide range of applications for our machine that police officers are now finding points up a need for this type of unit that has been evident for some time," said Arnold Perry, sales manager of APECO's Plastics Division.

He added that the number of uses already cropping up while the machine is still an office newcomer forecasts even wider service when police departments have had their Laminators on the premises for a longer time.

A document, up to eleven inches wide, is encased in less than ten seconds. A letter-sized original can be laminated on one side for 2½¢, on both sides for 5¢. The Laminator sells for \$295. For further information, circle #288 on the Readers Service Card.

Correction

A typographical error occurred last month. The correct date of the 66th Annual Conference of IACP is Sept. 27th-Oct. 1st at the Hotel Statler in New York City.

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AS A
FEATHER



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For further information circle #29 on Readers Service Card

EDITOR'S NOTE: This is the fourth article in the "Men In Law Enforcement" Series. The MIT Security Guards are entrusted with maintaining careful surveillance of this private institution.

Massachusetts Institute of Technology Security Guards

by Harold R. Hays, Security Officer

THE ADVENT of World War II projected the Massachusetts Institute of Technology into a program of government-sponsored research, some of which was classified. The necessity for protecting a classified research program against the compromise, theft, or loss of information or property in which the United States Government had an interest, precipitated the establishment of a security program. During the post war period, both the research and security programs have been continued.

A security program designed to protect classified information is relatively uncomplicated for M. I. T., or for any other contractor for that matter. The sponsoring federal agency prescribes in detail the nature of the program; the contractor implements it within these bounds. The physical set-up of the operation, or the inherent nature of the work, may result in the employment of a guard force such as exists at M. I. T. Other security aids will be adopted as a given situation may require. There really are no insurmountable or insoluble programs in this area.

The Massachusetts Institute of Technology, however, devotes only a rela-

tively small part of its resources and energies to classified research. Primarily it is an academic institution. The remainder of its personnel and physical plant still require protection. M. I. T. has more than one hundred acres and over forty buildings providing academic, housing, dining, medical, religious, business, banking, parking and athletic facilities for a community of more than nine thousand. It has an open campus situated in the midst of a metropolitan area with a population exceeding one million people; it is surrounded by the City of Cambridge on three sides and by the Charles River and the City of Boston on the fourth. M. I. T. represents a great deal of valuable real and personal property.

Prior to the spring of 1957, the Institute relied completely upon the local law enforcement agencies for its protection. It was not unmindful of the constant increase in the incidence of crime both locally and nationally; neither was it unaware of the fact that budgetary and manpower problems confronted the local authorities to the extent that an emergency might necessarily cause a reduction in the degree of protection available. This

made it advisable for M. I. T. to re-evaluate its own security needs. After considerable thought and deliberation, it was agreed that a uniformed campus police force should be organized. This was to be accomplished under the direction of the Security Officer.

While there already was a guard force on campus, manpower was committed to the protection of classified areas. In addition, the guard force was well trained for guard duties, but it was not trained to the extent that it could discharge adequately the responsibilities of a police force.

The nature of this new undertaking made it obvious that personnel would have to be selected carefully, uniformed properly, and deputized if they were to be effective. Efficiency dictated that they be properly organized and supervised, well trained in all phases of law enforcement, and provided with transportation and communication. They also would have to be educated to the fact that while police work in an academic atmosphere is considerably different from that in the average city of comparable size, the problems were not.

Recruiting was done through contact with the armed forces and certain



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selected law enforcement groups. High standards for employment were established and mature, reliable, disciplined men were sought. The pay scale was equal to, or better than that offered for similar work in private industry; it also was equal to, or better than that paid by some regular police departments. It was felt that men of this caliber, if paid well, would not be inclined to leave M. I. T. for better jobs; neither would they become dependent upon outside employment. Minimizing the risk of turnover or of other regular employment definitely increases efficiency and decreases expense.

In accordance with established policy for all prospective employees at M. I. T., the applicants selected had to pass through physical examinations before they reported for duty. They were screened carefully and every man was required to complete successfully 140 hours of training before receiving his permanent appointment or being deputized at a formal graduation.

It should not be surprising to anyone that an academic institution, such as the Massachusetts Institute of Technology, was most receptive to the idea of a training program for its Security Force personnel. Experience has shown that the time and effort devoted to planning and conducting such a program were well spent indeed.

The inherent nature of the campus police unit made it obvious that there would be definite legal limitations upon its investigative and enforcement jurisdiction. Consequently, it was important for all personnel to learn not

only what they could do, but also what they could not do.

During training, personnel were taught how to deal with law breakers. They learned when and how to make an arrest; they were given instruction in physical training and the use of firearms so that they might protect themselves should the occasion arise. Every officer received training in investigative techniques and was taught how to make a patrol. Personnel learned something about the criminal laws of Massachusetts; they were made familiar with the rules of evidence, and with the manner in which evidence is obtained and preserved. Every trainee was told in detail about the rights and constitutional guarantees which are afforded by law to every individual, and which must be preserved and respected accordingly.

Training was given in the preparation of investigative reports, letters and memoranda. Personnel were made familiar with the records system used by the M. I. T. Security Office. The officers became acquainted with courtroom practices and procedures not only in the classroom, but also by a visit to the Third District Court of Eastern Middlesex which had been arranged by the Presiding Justice.

In addition to training in matters related directly to law enforcement, every man received instruction in subjects designed to help him render services to the Institute. The group was told something about mob psychology so that it might cope with emergency situations involving large numbers of people. Instruction was given in Civil Defense practices and both the Cam-

bridge Police and Fire Departments cooperated by furnishing lecturers who helped to familiarize the Security Force personnel with the operating procedures of their respective organizations.

Like any modern, compact community, M. I. T. has its parking and traffic problems. This made it important for the men to learn how to handle traffic on the campus, and how to direct and assist visitors, students and personnel. Their close and frequent contact with people in all of these categories made it advisable for them to receive some training in public relations.

All of the members of the campus police unit qualified in first aid under a program of instruction conducted by the American Red Cross. A station wagon, equipped as an emergency ambulance, was selected for the unit's transportation. In order to increase its mobility, both as a cruiser and as an ambulance, a two-way radio was installed. This has permitted communication between the Security Office and the cruiser, and also between the cruiser and the Cambridge Police Department to the mutual benefit of both.

The most important phase of the
(Continued on Next Page)



MIT Security . . . (From Page 67)

training program, however, was the emphasis placed upon the primary purpose of the unit. It was pointed out repeatedly that the Security Force was organized and trained to render maximum service to all members of the M. I. T. community by protecting life and property, preventing crime, and assisting all those needing aid of the sort that the group legally can render.

Uniformed, trained, and equipped, the campus police force became operational on September 1, 1957, and was officially designated as the Police Platoon, M. I. T. Security Force. The already existing guard force was then designated as the Guard Platoon of the M. I. T. Security Force. The latter was to continue to discharge its responsibilities in protecting classified areas while the former now would assume the role of protecting the remainder of the Institute. The Massachusetts Institute of Technology now

was able to provide protection for all of its people and facilities around the clock, every day of the year.

The value of having a Security Force on duty at all hours of the day and night is unlimited. The availability of the men assigned to this unit and the relationships which they have established with the associates at M. I. T. have been factors in helping them to prevent an occasional unfortunate thought from being translated into an even more unfortunate incident.

The real measure of the organization's value or efficiency cannot be told in statistics. Since becoming operational, both the members of the Security Force, and what they represent, have been accepted warmly by students, faculty, staff, and all other members of the M. I. T. community. The work of the organization has earned for it the friendship, respect, and cooperation of the local law enforcement agencies with which it must work, and has proven beneficial to all concerned.

END



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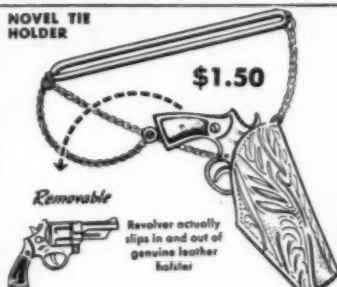
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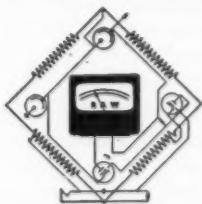
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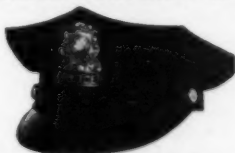
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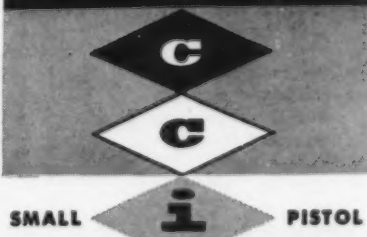
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LEE E. LAWDER

From the Editor

The Police and the Reporter

IN ALMOST EVERY SEMINAR there is invariably a session set aside for a discussion of police and press relations. The universal plea is for greater cooperation between these two public service organizations. The press often accuses the police of being uncooperative and the police in turn feel the press could be more cooperative.

Let's face it. The police *need* the help and assistance of the press. If the public is to be educated on new campaigns in traffic safety, or if they must be warned against fraudulent schemes, the cooperation of the press is necessary to get the story to the public. In a degree, the way a police department "advertises" its efficiency is through the press informing the

public of the heroic deeds performed and the routine services that are rendered daily.

The newspapers *need* the police. From police sources comes front page news that sells newspapers. But, more than that, both organizations are dealing in services to the community. A newspaper depends upon revenue from its advertisers, merchants and people who have items to sell. Advertisers cannot prosper in a town that is not well-policed.

If the proposition is so simple, why is there antagonism between press and police? Of course, this is not true in all cases. I personally know of a police chief who thinks a certain reporter is so fine a person he'd "trust him with anything." The reporter has a high opinion of the chief—and they cooperate fully.

Why do some departments resent being "hounded" for information? I've heard police express the sentiment "We are not interested in educating the criminal," meaning of course, telling how a crime was committed and what the police did to solve it. Police rightfully feel that they should have *some* secrets that television or the movies haven't used.

From observation it would seem

the entire relationship is a matter of a clash of personalities. A police chief dislikes a reporter. He is too aggressive and is often drunk with the power of the press. Because he feels the Chief uncooperative, he can "sabotage" the entire department with selected little adjectives. He can write little sentences in a story such as "the bored sergeant scribbled the name and address . . ." or "the rotund little cop chased the robber . . ."

How can these misunderstandings be avoided? By making the reporter a friend and an ally. By explaining to him how important it is that only certain information be made public. Reporters are often pretty good detectives and embark on an investigation of their own. They sometimes have better success in interviewing and getting information from people who avoid the police. A reporter is a good man to have on your team.

Once he realizes the harm he can do by printing information that is confidential, he will not jeopardize the outcome of a case by divulging important facts. Newspapermen also are in the service of the community. You can keep personalities from disrupting good press relations. **END**

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